The Literary Digest

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PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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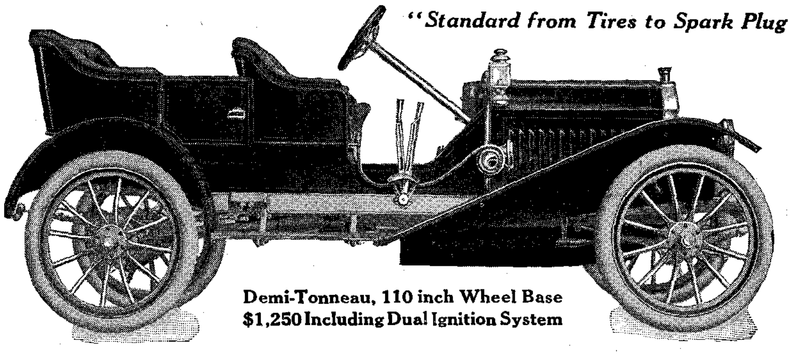

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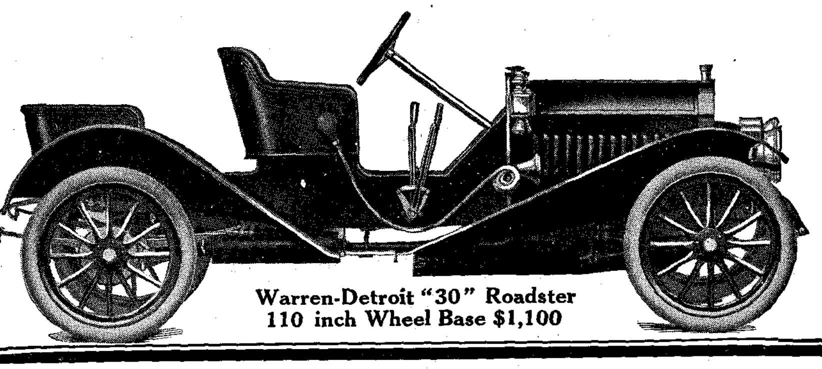

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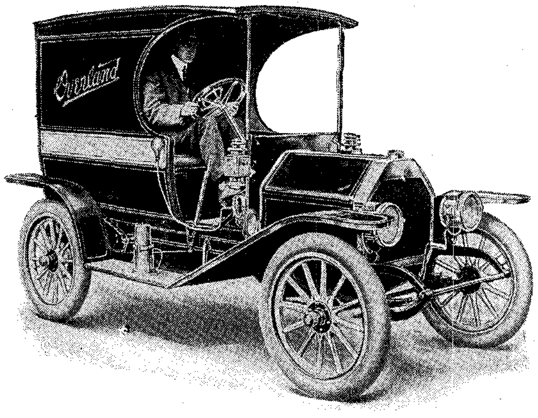

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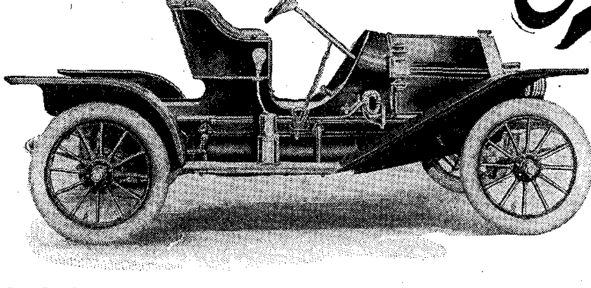

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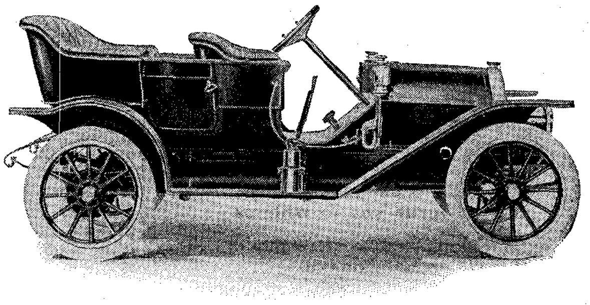

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SYMBOLISM OF THE COVER DESIGN.—The two figures in the design on our cover this week symbolize the contents of THE LITERARY DIGEST—journalism and literature. The former surveys and records the work of the world as it appears in workshop and commerce, which are represented in the background; while the other dreams with eyes closed, symbolizing literature, which occupies itself purely with internal inspiration. Together they comprehend the best in the world's thought—the practical and the ideal. The design is the work of Mr. Alphonse Mucha.

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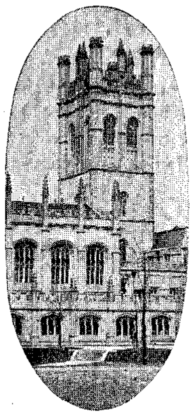

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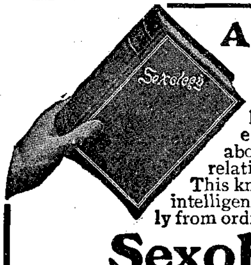

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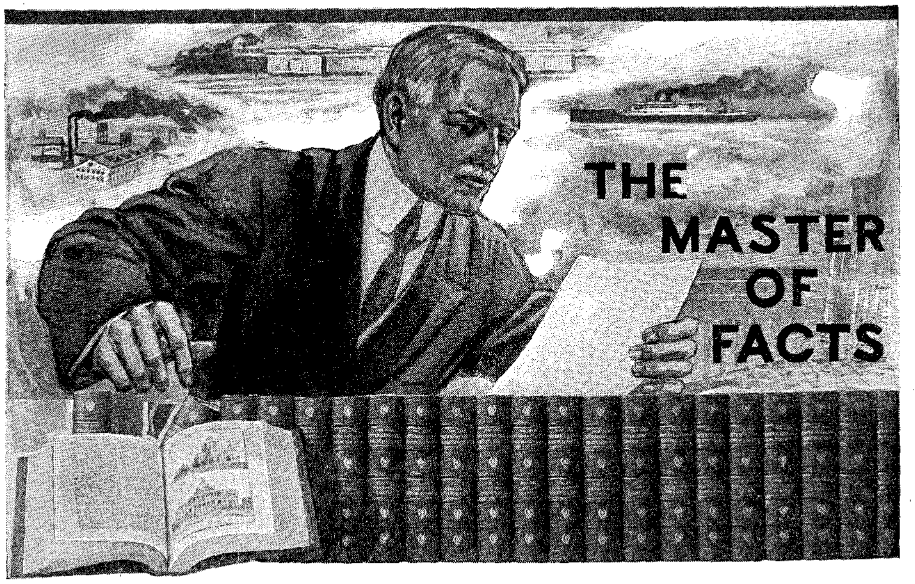

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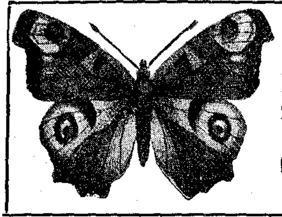

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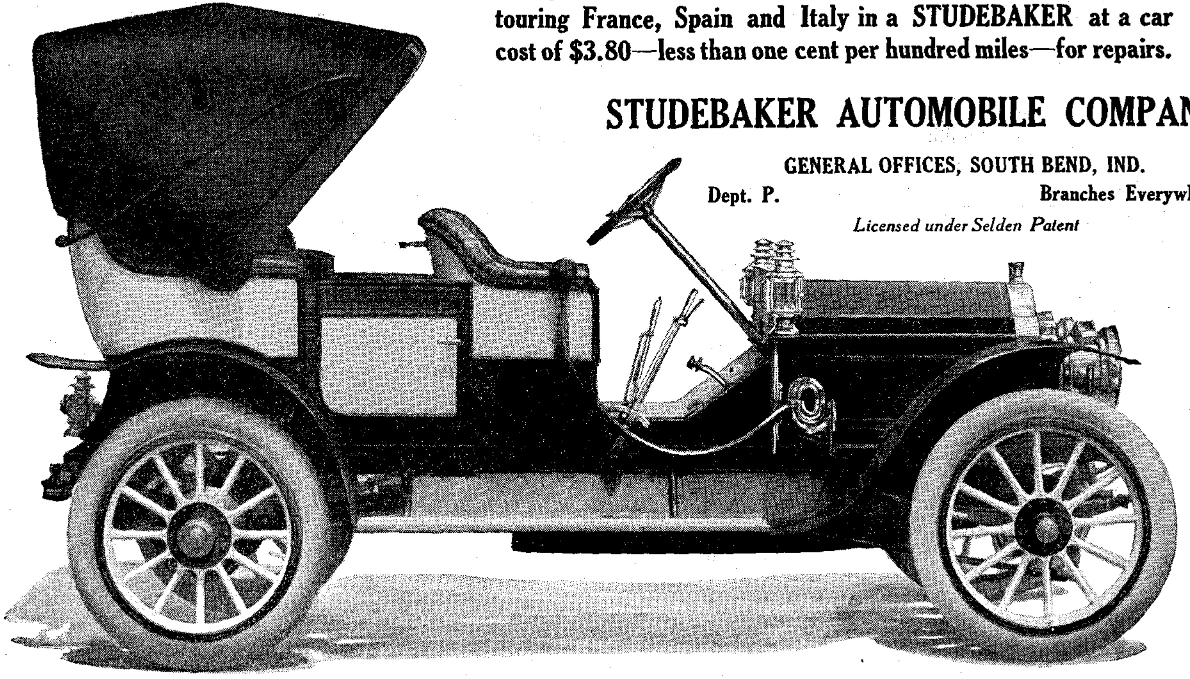

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PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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VOL. XL., NO. 20 NEW YORK, MAY 14, 1910 WHOLE NUMBER, 1047

TOPICS OF THE DAY

EDWARD VII.—GEORGE V.

THE French diplomat who once predicted that Edward VII. would be known to history as "Edward the Peace-maker" will find much to sustain his prophecy in the flood of comment evoked by the King's sudden death on May 6. "It is not too much to say," declares the New York *Journal of Commerce*, "that, since January 1, 1901, the exercise of the personal influence of the King of England completely changed the conditions and prospects of the civilized world." During the past nine years "no single monarch has done more to promote peace and good feeling among nations," agrees *The Wall Street Journal*, which believes that the profound peace now ruling in Europe is largely the result of the sound diplomacy exercised by "the most statesmanlike ruler of his age." The tendency of events during his reign, remarks the New York *Times*, "has been toward peace between his country and all others, with the single but very important exception of that over which his nephew not only reigns but rules." From every direction come acknowledgments of his high and honorable services to the cause of international good-will. The more immediate and visible results of these services are thus summarized by the New York *Tribune*:

> "Now, for the first time in centuries, there is sincere and substantial good-will between England and France, the chronic animosity of Great Britain and Russia has given place to mutual confidence and friendliness, relations between France and Italy have been greatly ameliorated, and the sting has been removed from unfortunate and chiefly groundless bickerings between Great Britain and Germany. To recall these changes is to appreciate the magnitude of the services which this royal diplomat performed."

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THE NEW KING.

The greatness of the whole achievement is the more memorable, remarks *The Journal of Commerce*, because it was a triumph of personal influence, quietly and tactfully exerted, without blare of trumpet or beat of drum. "There was no flourishing of the mailed fist or shaking of the big stick," it adds, "to introduce the noblest conception of European statesmanship since the days of Charlemagne."

W. T. Stead, in a dispatch to the New York *American*, quotes Andrew Carnegie as once having declared emphatically that "the King, by his visits to Rome and Paris, did more to bring about international peace than all the diplomats in all the Parliaments of Europe." Mr. Stead goes on to say:

> "It was once said by a shrewd observer that, 'while Edward VII. was a king among statesmen at home, when he was abroad he traveled as a statesman among kings.'
>
> "It was a happy phrase which exprest not inaptly the difference between the rôle of king within and without the Empire. He had ever been a constitutional king, holding himself severely aloof from the clash of faction and the strife of parties; but abroad it was quite different. There he was not limited in his activities by the necessity of avoiding party politics; he was the representative of the nation over which he ruled, and was addrest as such by all those with whom he spoke.
>
> "In a very short space of time he acquired a reputation as a diplomatist that was as unique as it was unprecedented. The reputation was not ill deserved, but, as is usual in such matters, his real merit was magnified until he became almost a king of miracles, who wielded a magic scepter that enabled him to achieve results in foreign affairs which would have been impossible to any one else."

For the more intimate personal tributes we turn naturally to the English press. "Seldom," says the London *Morning Post*, "has an English king, and never has a British king, enjoyed throughout his life the same kindly personal affection as always attended King Edward." "Not three kings in the whole range of our history enjoyed at any time such universal affection as was given to Edward VII. throughout his life," declares *The Daily News*, which adds that his personal popularity, "was unequaled among contemporary monarchs in any quarter of

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the world." *The Standard* describes him as "a patriot, a statesman, a governor, well fitted by the vigor of his intellect and the engaging charm of his temperament to be the actual as well as the ceremonial chief of the peoples he loved so well and of the Empire he ruled with such memorable success." From Mr. Will Crooks, Socialist ex-member of Parliament, came the following tribute while the King's life still hung in the balance:

> "He is above the Tory, above the Liberal, and above the Socialist. He is, in fact, the father of us all, who smiles benignly upon us, and loves to see us all go fighting in our own way."

It is widely remarked that while the ending of his reign may not mark an epoch in British history, it undoubtedly accentuates a crisis. At this juncture of the struggle between the Lords and the Commons many on both sides are said to have believed that in the tried tact and great personal influence of King Edward rested the only hope of a compromise. Interest therefore centers acutely around the personality of his son, who succeeds him. In the opinion of some observers a false step at this moment might endanger the security of the throne itself. Among all classes in the United Kingdom, declares the Philadelphia *Public Ledger*, there is a feeling little short of consternation that the country should have lost King Edward in this time of crisis. The various dispatches describing his successor all agree that King George V. is still something of an unknown quantity. *The Wall Street Journal* remarks that his political sympathies are "rather notoriously on the side of the House of Lords and the Tories," while some dispatches state that on the purely human side his tastes and inclinations are essentially democratic. Says the New York *Tribune*:

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"WELL, IT IS ALL OVER, BUT I THINK I HAVE DONE MY DUTY."

> "George V. never has been as well known or as close to the people as his father was when he was Prince of Wales. Hence he never was so popular. His nature is shy and retiring, and he is not considered as much of a man of the world as was his father. Nothing about King Edward appealed to the British masses more strongly than his devotion to sport. Prince George appeared to care less for it than the average English gentleman does. He reached maturity as merely the grandson of the sovereign, which gave him little opportunity to take part in public affairs, but he has become more active during the last five years in that direction. He has been a constant attendant at Parliament, and has followed the debates on the House-of-Lords question closely. He has made many public speeches before non-political organizations in the last two or three years, and has thereby gained a stronger hold on the people.
>
> "The Prince of Wales was chiefly known as a great traveler and a good public speaker. He never had occasion, as his father before him, to discharge the duties of sovereign, and therefore to a great extent lacked the useful experience of actual touch with national affairs, which Edward gained during the lifetime of Queen Victoria. At the same time, in the course of long experience in the naval service and wide travels in all the dominions of the Empire, he gained a full knowledge and understanding of and sympathy with the national and imperial aspirations.
>
> "The dominant characteristics of the new King are said to be love of country and of home, and it is predicted that his court will be smaller and less representative than that of King Edward."

In a London dispatch to the New York *Sun* we read:

> "He is interested in the progress of science, and nothing pleases him more than to converse with men and women who have achieved great things. But his real capacities for kinghood are unknown. If he has inherited the abilities of his immediate ancestors he has yet to demonstrate them to the country and the world. His first and heaviest legacy is the constitutional problem which dominates national life at the present moment, and upon his handling of this crisis his reputation immediately depends."

Mr. Percival Phillips, a London correspondent of the New York *American*, says of him:

> "Probably no other British Prince ever ascended the throne surrounded with such mystery.
>
> "When Edward was Prince of Wales the nation knew his private as well as his public life, his weaknesses, traits, intimate characteristics.
>
> "George V. is an unknown quantity. He comes reluctantly from a quiet life as a country gentleman to assume the crown.
>
> "His blameless, rather colorless, existence as heir to the throne causes misgivings in the minds of some old-fashioned Britons, who prefer a monarch of the 'robust' type, with frankly defined vices as well as ostentatious virtues.
>
> "George V., who becomes the ruler of the world's greatest Empire at forty-five, would rather command a war-ship or collect postage-stamps than administer the affairs of a nation. . . . . . .
>
> "Many characteristics of the new King will appeal peculiarly to Americans. His aversion to red tape, his desire to curtail state functions wherever possible, and his preference for private carriages instead of royal coaches, all proclaim certain democratic simplicity which approaches nearer to the attitude of the average American President than perhaps any sovereign in the world.
>
> "Certain of his qualities appeal strongly to the British mind. For years he has taken a conscientious interest in improving conditions among the lower classes, visiting hundreds of slum homes with the Princess, conferring with local housing committees, and even discussing with architects schemes for rebuilding workmen's dwellings with modern sanitation.
>
> "The unhealthy East End of London has been greatly improved, owing to the personal efforts of George V.
>
> "His love of children is also a quality which predominates. He is constantly visiting hospitals for children and suggesting reforms for the families of industrial workers and giving his personal attention even to such minor phases of philanthropy as a day's outing in the country for the slum dwellers."

And in the editorial columns of the same paper we read:

> "His coming to the throne is a fresh demonstration of the impracticability of the hereditary principle. It shouts aloud the truth that men are not made great by birth.
>
> "It may be, indeed, that the new King will be born again by coronation, as his father seemed to be. But the faults of the son are not of the flesh, but of the spirit. And they are less remediable than his father's were.
>
> "George V. has a vanity and egotism that may run easily to the arrogance that topples thrones into the dust.
>
> "This is a bad day for conceited kings. And there are qualities in this new King George that recall that elder George, against whose folly the world-resounding shot was fired at Concord Bridge.
>
> "Great Britain has lost a republican King. She may gain a republican Constitution."

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ALEXANDRA.

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THE NEW QUEEN.

SECRETARY BALLINGER'S DEFENSE

NOT even Secretary Ballinger's explicit statements on the witness-stand have caused his editorial friends and enemies to agree whether he would be rightly depicted with a halo or with horns and a tail. Considering the testimony, the Washington *Post* renders a verdict that "Secretary Ballinger has emerged victorious," for "not a single fact has been produced to show that he was even derelict in duty, much less corrupt." Yet many apparently neutral papers regret the lack of convincing documentary evidence to settle the controversy, and take the view of the New Orleans *Times-Democrat* that "the inquiry seems likely now to resolve itself into a question of veracity, so far as the charges of impropriety are concerned, with Secretary Ballinger pitted against the three opposing witnesses whom he has contradicted."

In recording the testimony of the Secretary of the Interior before the joint committee of inquiry, the Washington correspondents devote much attention to the Secretary's review of his own career: to the evidences of the confidence placed in him by ex-President Roosevelt, to his imputation of deliberate falsehood to Louis R. Glavis, and his contradictions of James R. Garfield. On assuming, at the urgent request of Mr. Roosevelt, the position of Commissioner of the Land Office in January, 1907, Mr. Ballinger said he arranged with his law partners that he should have no interest in fees coming from cases that might be brought before the Department of the Interior or the Land Office and that the firm should take no cases that might embarrass him as an official; this agreement, he said, was rigidly kept. The statement of L. R. Glavis that there had been a discussion between them of the personnel of the group of Alaskan coal claimants in December, 1907, he characterizes as "a wilful and deliberate lie." Of his clear listing of the Cunningham claims he says that "if passing on the same question to-day I would say these claims were entitled to 'clear listing' on the record that was before me at the time." He declares that L. R. Glavis had been allowed a free hand to investigate the Alaska coal cases and to make good his charges against the Cunningham claimants, adding that "Glavis was never hampered, but was pampered all the way through." Referring to the time of his retirement from the Land Office, he declares:

> "The assiduous attempt of certain malicious and malignant people to circulate throughout the country the charge that I carried away information that I could use to the detriment of the Government, has not the slightest foundation in fact."

Further, he adds that there was nothing against the rights of the Cunningham claimants to have their patents granted, other than "the unique protest of this man Glavis." He also read a letter from President Roosevelt upon his retirement, speaking of his "admirable work," his "altogether too short service," and his "patriotism" in making a personal sacrifice to serve as commissioner.

Mr. Ballinger declares that he went into office as Secretary of the Interior on March 6, 1909, absolutely untrammeled by interests or connections that might prejudice his official actions. He said:

> "I burned all my bridges behind me. I dissolved my law firm. I ended all my corporation connections. I did not then represent anybody interested in Alaskan coal claims. I did not have then nor have I ever had any interest directly or indirectly in Alaska."

As to the Cunningham cases in which he had acted as counsel during the year intervening between the date of his commissionership and his secretaryship, he asserts vigorously that he had no connection with those cases that disqualified him from acting upon them in his official capacity. In this connection he says:

> "Legally, morally, and ethically I was qualified to pass on the Cunningham claims, but I felt a delicacy about doing so because of the fact that I had had an incidental relation with Cunningham as legal adviser. Consequently I gave orders that nothing pertaining to those cases should ever be brought before me. They were turned over to Assistant Secretary Pierce, and to this day Mr. Pierce has never made a report to me as to any action bearing on the Cunningham claims."

Sensations and denunciations are plentiful enough, and still more plentiful are editorial regrets that the investigation is likely to leave unprejudiced minds in complete bewilderment. Yet many papers, abandoning personalities, are inclined to the view that the parties to the controversy may be in reality honestly at issue on a broad question of public policy which is still to be decided. Thus the San Francisco *Chronicle* says:

> "There can be no question about the facts. Secretary Ballinger

DISTRICT-ATTORNEY CHARLES S. WHITMAN. JOHN D. ROCKEFELLER, JR. ASSISTANT DISTRICT-ATTORNEY JAMES B. REYNOLDS.

MEN WHO ARE FIGHTING THE WHITE-SLAVE TRAFFIC IN NEW YORK.

came to his office in the belief that the entire mineral and non-mineral public domain—unless possibly the grazing lands—should pass into private ownership and that monopolistic extortion should be prevented by regulative statutes. It would have been better for him if he had frankly said so, for he, with a multitude of others, hold that belief as honestly as the opposite opinion is held by the so-called 'conservationists' of the Pinchot type, who believe that the Government should keep the title to everything, and especially to coal lands and power sites, which they hold should be worked only under lease and royalties payable to the Government. Secretary Ballinger believed—and we do not doubt still believes—that when Congress has by law provided for the sale of the public domain no executive officer has authority to withdraw from entry any portion of the domain not needed for public use. Hence the revocation of the Garfield withdrawals. In that matter, however, he was evidently overruled by the President and the Cabinet, who held the contrary view, and hence the 'temporary' withdrawals of smaller areas. Nobody now claims that any harm came from his action.

"In regard to the Alaska coal lands, the evident opinion of Secretary Ballinger was, and doubtless is, that the paramount consideration is that the people of Alaska shall be permitted to utilize the coal which lies under their feet and which for a decade they have not been permitted to touch, while Congress and the 'conservationists' wrangled over the best way to 'conserve' it. He was disgusted with the fool laws by which Congress had prevented development, and sympathized with the efforts of all those who under legal advice were trying to evade them. He had the personal interest in the success of the Cunningham claimants which one naturally would have in the welfare of his friends and neighbors who were trying to make money by establishing a great enterprise of the utmost importance to the people of Alaska. All that is plain, and it is equally plain that he has never as Secretary done one thing or used the slightest influence in respect to the disposition of the Cunningham or any other Alaska coal claims except to direct that they all be pushed to final settlement as rapidly as the public interests would permit."

The opposed point of view is represented by the Philadelphia *Inquirer*, which says:

"Corporations can not be permitted to secure a monopoly of the public's water power; to exploit the public's mines; to grab the coal lands of Alaska, for coal exists there in unheard-of quantities. There must be a careful conservation; Federal control; royalties paid by operators upon public lands to the Government for every ton of coal mined in Alaska. Ownership must remain vested in the Government.

"That is about what the Roosevelt policies mean, and the Taft policies are not essentially different. But to carry them out there must be legislation on the part of Congress. That legislation is still to be had."

TO EMANCIPATE NEW YORK'S WHITE SLAVES

BY the actual purchase of four young girls in New York's underworld the agents of the special grand jury which for months has been investigating the white-slave trade in that city have removed from the public mind the last lingering doubt as to the existence of such a traffic. In merely proving that this evil exists, declares the New Orleans *Times-Democrat*, the investigators "have progressed further in their campaign for its eradication than they perhaps realize." This opinion is evidently shared by Mr. Edward Carpel, counsel for the "slave-dealer" who admits having sold two of the girls purchased by the Government agents. "District-Attorney Whitman," declares Mr. Carpel in a signed statement, "has broken the back of the white-slave system, not only in New York, but throughout the country." And he adds that "the amazing revelations yet to come" as a result of Mr. Whitman's efforts will practically put a stop to the organized traffic in women.

It will be remembered that in January a special grand jury, with John D. Rockefeller, Jr., as its foreman, was sworn in to investigate the truth or falsity of certain widely published statements to the effect that "the City of New York is a center or clearing-house for an organized traffic in women for immoral purposes, or what has come to be known as the white-slave traffic." The definite and conclusive evidence was finally obtained by two women, college graduates, whose services were enlisted in the cause. In order to win their way into the confidence of New York's underworld one of these women began her campaign in Seattle, the other in Juneau, Alaska. The story is thus told in the New York *World:*

"At these places the women went to work to become acquainted with the underworld. They made friends with scores of keepers of disorderly resorts, and finally the young woman in Alaska told some of her underworld acquaintances there that she was going to New York to get some 'new girls.'

"That sounded good to the men and women of the disorderly resorts. New York seemed far off, but they all had friends here, and at the request of the young woman investigator several pro-

LEAVING THE TOMB OF NAPOLEON. ENTERING THE CITY HALL.

MR. ROOSEVELT IN PARIS.

prietors of resorts gave her letters to persons in New York where she was told that she could buy girls 'at a reasonable figure.'

"This investigator stopt off at Seattle, and by degrees—not too rapidly—became acquainted with her fellow investigator.

"They obtained more letters. Then by easy stages they came to New York. . . . .

"Finally the two college women found the time was ripe for the big move in the work they had set out upon. They told their New York acquaintances of the underworld that they wished to get eight or ten girls to take back to Alaska. . . . . . .

"Arrangements were made for the delivery of five girls to the investigators. Then there came a hitch. It was found that one of the girls, the one said to be only eleven years old, was in a city hospital. The purchasers exprest indignation and said they would not pay for more than the four ready to accompany them.

"By this time the women investigators had won their way to the entire confidence of the slave-dealers. The money was paid and the four white slaves were turned over to their new owners."

One of the girls thus purchased is said to have cried because her doll was lost in the transfer, while another mourned a Teddy bear. These girls are now under the protection of the District-Attorney's office, ready to testify when the cases are brought to trial. One of the dealers, as already stated, has pleaded guilty, and a great deal of evidence has been obtained which can not yet be made public. According to this dealer's statement, the traffic had three principal "stockades," or exchanges, in this city. "In these places," he says, "five or ten girls are always kept on hand ready for immediate sale and shipment to any part of the country." Says the Knoxville *Sentinel:*

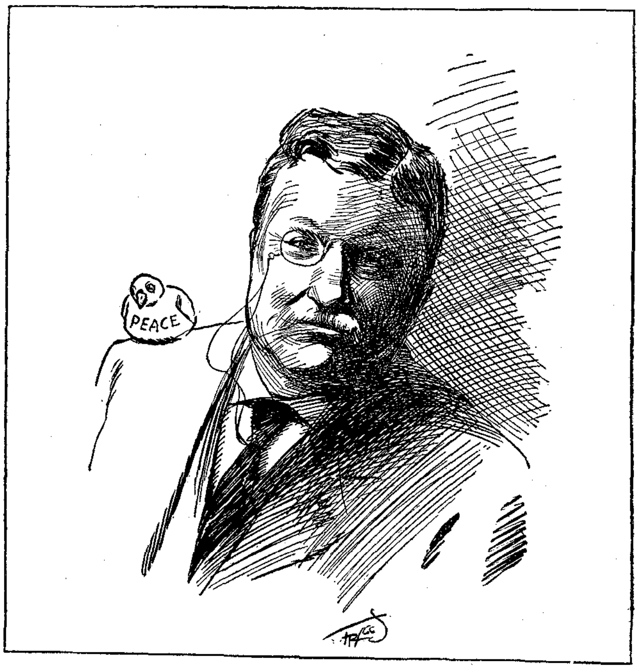
"It is notorious that in New York City alone hundreds of girls disappear, drop out of sight every year, and in most cases the researches of the police and of their relatives are without any results. These girls are lost to their friends forever. The 'Old Homestead' story is left incomplete. There is no return.

"Of course many of them go out of their own will, and in spite of the miseries of the life they have entered upon voluntarily continue it. But it is well known that this new life is organized under the motto set by Dante above the gates of Hell, 'Who enters here, leave hope behind.' The recruits are held in economic bondage. They are kept in debt and in terror of the law, in case they should leave with the clothes they wear. . . . . . .

"Let it be conceded that ninety-nine in a hundred of the girls and women who have left home and friends for the supposedly easier and larger earnings of the life of shame would not turn back if they could. We are not considering the facts. One percentage is as good as another. But we are concerned and should be mightily concerned with the hundredth who would turn back and can not. In failing to guarantee to this hundredth person the right to life, liberty, and the pursuit of happiness, we are recreant to the principles of the Declaration of Independence and the Constitution of the United States. . . . And how much more horrible is this white slavery than the economic servitude that brought about the great crisis of our history, a bondage of body and soul. As long as a single woman remains subject to this unlawful traffic society fails to meet one of its first obligations. It will not do to strike statistical averages. A deliberate wrong done to a single person and suffered complacently by the people is a wrong to the whole people and by the whole people."

MR. ROOSEVELT'S RECIPE FOR INTERNATIONAL PEACE

To such stanch anti-Roosevelt papers as the New York *Sun* and *World* there is something strange in the picture of Mr. Roosevelt, once the foremost champion of a "big-navy" policy for the United States, preaching in Europe the limiting of armaments,



THE CHIP HE HAS ON HIS SHOULDER.
—Triggs in the New York *Press.*

"especially naval armaments," by international agreement. "This," exclaims *The Sun*, "from the President who wanted Congress to let him build two, four, or six battle-ships a year in order that the United States might maintain its position as a world Power!" And *The World* recalls the fact that under the Roosevelt régime "the naval appropriation amounted to the enormous sum of $819,224,237." Mr. Roosevelt, however, as if reading the minds of his critics, replied to this criticism even before it was uttered by pointing out in his Nobel prize address that "no one Power could or should act by itself; for it is eminently undesirable, from the standpoint of the peace of righteousness, that a Power which really does believe in peace should place itself at the mercy of some rival which may at bottom have no such belief and no intention of acting on it." But, he continued, "granted sincerity of purpose, the great Powers of the world should find no insurmountable difficulty in reaching an agreement which would put an end to the present costly and growing extravagance of expenditure on naval armaments." And he adds that "an agreement merely to limit the size of ships would have been very useful a few years ago, and would still be of use; but the agreement should go much further."

But perhaps the most characteristic feature of Mr. Roosevelt's address in Christiania last week before the Nobel Prize Committee is his suggestion of an armed international "league of peace," powerful enough to maintain the peace, by force if necessary, among such nations as remained outside the fold. Before offering this suggestion he defines three successive steps leading to the elimination of war. "First of all," he says, "there can be treaties of arbitration"—a step already taken, in a tentative way at least, by most of the civilized nations. But at present, says Mr. Roosevelt, there is no adequate safeguard against the deliberate violation of such treaties, altho the establishment of a sufficient number of them "would go a long way toward creating a world opinion which would finally find expression in the provision of methods to forbid or punish such violation." The second step, he says, is the further development of the Hague Tribunal, especially by the creation of a permanent court of arbitration. Such a proposal, we may note in passing, was recently submitted to the Powers by Secretary Knox, and Washington dispatches tell us that England, Germany, and France have replied that they are ready to entertain his proposal "in principle." In the third place, says Mr. Roosevelt, "something should be done as soon as possible to check the growth of armaments, especially naval armaments, by international agreement."

To quote in his own words the characteristic suggestion which Mr. Roosevelt reserves for the conclusion of his speech:

> "Finally, it would be a master-stroke if those great Powers honestly bent on peace would form a League of Peace, not only to keep the peace among themselves, but to prevent, by force if necessary, its being broken by others. The supreme difficulty in connection with developing the peace work of The Hague arises from the lack of any executive power, of any police power to enforce the decrees of the court. In any community of any size the authority of the courts rests upon actual or potential force; on the existence of a police, or on the knowledge that the able-bodied men of the country are both ready and willing to see that the decrees of judicial and legislative bodies are put into effect. In new and wild communities where there is violence, an honest man must protect himself; and until other means of securing his safety are devised, it is both foolish and wicked to persuade him to surrender his arms while the men who are dangerous to the community retain theirs. He should not renounce the right to protect himself by his own efforts until the community is so organized that it can effectively relieve the individual of the duty of putting down violence. So it is with nations. Each nation must keep well prepared to defend itself until the establishment of some form of international police power, competent and willing to prevent violence as between nations. As things are now, such power to command peace throughout the world could best be assured by some combination between those great nations which sincerely desire peace and have no thought themselves of committing aggressions. The combination might at first be only to secure peace within certain definite limits and certain definite conditions; but the ruler or statesman who should bring about such a combination would have earned his place in history for all time and his title to the gratitude of all mankind."

By delivering this address, declares a Christiania dispatch to the New York *Journal*, "Theodore Roosevelt struck one of the hardest blows in the cause of universal peace yet delivered." Despite his exprest unwillingness to assume the rôle of an international "Meddlesome Matty," the correspondents assert that what Mr. Roosevelt urged publicly before the King and Queen of Norway constitutes the basis of the private conversations he is having with the statesmen of Europe as the occasion arises. Says the New York *Tribune*:

> "We believe that Mr. Roosevelt accurately exprest the most intelligent and enlightened sentiment of this nation in thus arguing that peace must be based upon justice and righteousness and must be maintained by a Power which is physically capable of repressing disturbances and enforcing order. While no single nation can exercise such power, a league of half-a-dozen might easily do so."

Such a league would be a true "holy alliance," remarks the New York *Outlook*, which indicates the ground of its optimism in the following analogy:

> "The moat and drawbridge and portcullis and armed men have disappeared, because there are courts to determine the issues between private citizens, and police to enforce the decrees of the courts. Forts and navies and big guns will disappear from our harbors when we have an International Court to determine the issues between nations, and adequate means to enforce the decrees of such a court."

THE TAFT MEASURES IN DANGER

LACKING the propulsive and steadying force of an aroused public interest, and tossed hither and thither by Congressional cross-currents, the President's legislative measures, report the journalistic watchers in Washington, are in danger of foundering before they reach the haven of enactment. Especially does this seem to be true of the flagship of the fleet, a bill framed by Attorney-General Wickersham and the President to effect important changes in the Interstate Commerce Law, and commonly known as the Railroad Bill. This measure has had a rough voyage from the start, and is now doomed, according to the New York *World's* Washington correspondent, to go to pieces on the twin rocks of insurgency and indifference. There is, moreover, a wide-spread belief that the wrecking of the Railroad Bill would mean the collapse, as far as this session is concerned, of the entire Taft program—an event which would reverberate through the fall elections and into the Presidential campaign of 1912. All the Railroad Bill's essential features, declares *The World's* correspondent, are being thrown overboard, and Senate "regulars," "insurgents," and Democrats are all taking a hand in the work of demolition. "A railroad bill may be passed by this Congress," remarks the Philadelphia *Press* (Rep.), "but it will be a different measure from the one recommended by President Taft."

"As a deadlock between the two houses on the Railroad Bill would throw the whole legislative program into confusion," declares the St. Louis *Globe-Democrat* (Rep.), "the outlook for the enactment of any of the more important measures in the schedule is far from favorable." The New York *Evening Post's* representative at the Capitol can see only three courses open to the "regular" Republican Senators—they may abandon the President's program and let Congress adjourn, they may allow the "insurgents" to write the Railroad Bill, or they may "fight it out to a finish, if it takes all summer."

From President Taft's messages to the present Congress since its opening last December the Cleveland *Plain Dealer* compiles the following list of his legislative recommendations:

That a Federal incorporation law be enacted.
That the use of court injunctions should be limited.
That a campaign-fund publicity measure be enacted.
That Alaska be given a more liberal form of home government.
That laws for the carrying-out of the Roosevelt conservation policies be passed.
That Arizona and New Mexico be admitted as separate States.
That a ship subsidy bill be enacted.
That economy be practised by the departments and by Congress in the expenditure of public funds.
That the Interstate Commerce Act be amended and strengthened.

Congress has now been in session five months, and none of the bills which the President has urged has yet been passed. Some have passed the Senate only, others have passed the House only, while yet others have found no favor in either branch. "Upon the insurgents," dispatches tell us, "the Administration will try to place the responsibility for the failure of the Taft railroad legislation," and the consequent blocking of the line for the other reforms on his program. To this the New York *Evening Post* replies: "Everybody will grant—and the insurgents most readily of all—that insurgency made the trouble; the real question is, what made insurgency, and what made the insurgents formidable?" It goes on to say that the Republican party would not find itself in its present ineffectual position if it had given the country the kind of tariff revision the country wanted. The present situation, declares the New York *Journal of Commerce* (Com.), "illustrates the uselessness of the ordinary attempts to divert public attention from the real issues of politics." To quote further:

"The Taft Administration entered power at a time when the country was deeply concerned about two subjects—the tariff and the banking question. It took up the tariff and dealt with it in a semipolitical, half-hearted way without attempting to make any thorough analysis of the problems presented or to reach any conclusion that would do more than satisfy the clamorous special interests which were at one another's throats, and whose demands, as its leaders supposed, must be satisfied in the interest of party harmony. It refused even to commit itself to any definite plan of reform on the banking question, and after the tariff had been passed it devoted itself to an attempt to put that subject away as it had the currency issue."

The New York *Globe* (Rep.) emphasizes the gravity of the crisis:

"The 'regulars' charge the 'insurgents' with being 'black flaggers,' and the 'insurgents' retort that the 'regulars,' many of whom are opposed to further railroad regulation, have deliberately schemed to create conditions that would beat the bill as an entirety. The Democrats, openly playing politics and seeking to widen the Republican gap, one hour support 'insurgent' proposals and the next, as they did yesterday in the Senate, line up with the 'regulars.'

"But in the confusion one fact definitely appears—that the Administration program is in a most critical state. The cleavage among nominal Republicans is like to that which existed among nominal Democrats during the last Cleveland Administration. The Republican outlook is dark. If things go on as they are going the session is likely to end in fiasco. . . . . .

"There are three parties in Congress—not two. Of the three parties no one is strong enough to control. Of necessity there must be reliance on coalition. The 'insurgents' in both houses of Congress hold the balance of power. Unless they are brought back to the reservation it is difficult to see how anything can be achieved."

Some of the independent papers claim that whatever may be the effect of insurgency on the progress of the Taft program, the insurgents can truthfully boast that they have helped the cause of good government by awakening a sense of individual responsibility for legislation in both branches of Congress. "The insurgents are in the saddle," admits the Philadelphia *Press* (Rep.), "and seem to be in public favor just now." "Insurgency is Republicanism," asserts the Newark *News* (Ind.) approvingly, while the Cleveland *Plain Dealer* (Ind. Dem.) declares the insurgents to be "the best friends the Republican party has, even if they do smash an Administration idol now and then." On the other hand, the Boston *Advertiser* (Rep.) states that there is growing up "a shrewd and wide-spread suspicion of the good faith of some of the insurgents." We read:

"It is growing clear that if the insurgents in the House and Senate, by combination with the Democrats, are able to defeat the Administration's plans for the regulation of those trusts which have been notoriously indifferent to the rights of the public, the insurgents will have played the part of the tools of those lawless combinations."

The real trouble with the Administration program, thinks the Boston *Transcript* (Ind. Rep.), "is the lack of public interest in its substantial items." To quote:

"Republican leaders have been expected, out of loyalty to the Administration, to enact a group of measures in the wisdom of which they did not as individuals believe. Nor did their constituents take any interest in the program. In such circumstances the result might have been easily foreseen.

"The Postal Savings-Bank Bill, for example, has been a great Administration measure. On looking over its terms not fewer than fifteen of the eighteen members of the Post-office Committee of the House regarded the project, in the form originally presented, with considerable apprehension; and yet so strongly was the Administration committed to it in party platforms and as a Roosevelt inheritance, that most of these committeemen felt it a duty to subordinate their individual judgment. The situation has been much the same in the Senate. The Separate Statehood Bill for Arizona and New Mexico has had a like experience. Few people of the North are clamorous for four more Democratic Senators from the sparsely settled areas of our Southwestern desert; nor do many believe that any substantial injustice has been done to those communities in keeping them under the territorial form of Government. And yet the Administration wants a Statehood bill.

"The Administration's railroad program is in the main meritorious. The country ought to be interested in it, but plainly is not."

To indicate the peculiarly difficult problem of strategy that confronts President Taft the Springfield *Republican* (Ind.) makes an interesting comparison between the present Congress and the one from which President Roosevelt secured the bulk of his progressive legislation. We read:

"The attitude of the Democrats is a vital factor in the situation now as it was then. It will be remembered that President Roosevelt obtained the radical legislation he desired for the most part by the aid of Democratic votes. His measures so far approximated past Democratic demands, notably in the Railroad Rate Law, that the Democrats were forced to support him. It does not appear that to-day the Democrats in Congress are under any such political necessity of supporting Administration measures, and the result is that they are much freer than before to act solely with the partizan object of proving to the country that the Republicans are incapable of efficient government.

"The Democrats are enabled to play politics in this manner because, as it now appears, the Republican President's position relative to the two wings of his own party is exactly contrary to that occupied by his predecessor four years ago. Mr. Roosevelt, in the great struggle over the Railroad Rate Bill and other legislation, trained with the Republican radicals rather than with the Republican conservatives. He commanded the support of the Republican radicals so completely that when in the final crisis he would compromise with the conservatives, the radicals would be forced to follow him. Where the Republican radicals went, the Democrats had to follow, on the principle that a half-loaf was better than no bread at all. But Mr. Taft, for reasons which need not be explained, has the antagonism instead of the ardent support of the Republican radicals, now known as insurgents. These insurgents can do nothing against the regulars except with Democratic support, but President Taft, in making final compromises, can not move in the same direction that his predecessor did.

"Mr. Roosevelt fell back toward the conservative base, dragging his radical followers after him in sufficient numbers to make a majority. Mr. Taft is already resting on the conservative base, and the only compromises he can make are in the radical direction. Consequently, if he compromises, he is sure neither of undivided 'regular' support nor of Democratic support. For the Democrats can now take partizan advantage of the Republican inability to concentrate their forces."

THE GAYNOR-HEARST TIFF

NOT a little piquancy is added to all the discussions of the little unpleasantness between Mayor Gaynor and Editor Hearst, of New York, by the news appearing from day to day of libel suits for $100,000 each brought by Mr. Hearst against papers that have had the temerity to print the Mayor's speech excoriating the editor. An account in the New York *Tribune* says the suits have been withdrawn in the cases of papers that have deplored the bad taste of the Mayor in attacking Mr. Hearst at a dinner where the former was a guest and the latter one of the hosts, and we have since seen, perhaps by pure coincidence, a large number of editorials commenting sadly upon the Mayor's lack of courtesy. The speech related to the payment of $48,000 to Mr. Daniel F. Cohalan for services in the collection of special franchise taxes, a payment the Mayor's critics aver was made rather for political than legal services. In his speech the Mayor charged Mr. Hearst with wilfully suppressing the date on the $48,000 warrant in order to discredit him. In reply Mr. Hearst says the omission was due to a slip in the photo-engraving process and points out that the date was given plainly elsewhere in the article. To go into the details of the dispute would crowd all other subjects out of our columns this week, which would not be desired by our readers, it is hoped. To put it all into a nutshell, the Mayor disclaims all responsibility for the $48,000 payment, and the editor disclaims all responsibility for the disappearance of the date-line.

The interest, therefore, comes down to Mr. Hearst's motives in attacking Mayor Gaynor, and Gaynor's motives in attacking Hearst. Mr. Gaynor is being talked of for Governor and for President by many papers, as is noticed by the New Orleans *Picayune* and Minneapolis *Journal*, and some suspect Mr. Hearst of having an eye on these same offices. This lends additional interest to their opinions of each other. As Mr. Hearst objects to the use of such words as "forger" or "libeler" in reports of the Mayor's remarks, it may be only courteous to quote the Mayor as saying:

> "It is high time that these ——s and ——s were in State's ——, and the time is not far distant when some of them will be there. And just think of a man who is capable of doing things like this being possest of the notion that he is fit to hold any office from Mayor to President of the United States!"

In another part of his speech, without naming the party he meant, he remarked in general terms:

> "A newspaper proprietor or editor who is simply bent on cutting throats is an awful spectacle—the most awful in the world. In no nook or corner of his head or heart is there the slightest sense of truth or justice. We may pity him, but can not, in the interests of public morality and decency, remain silent about him."

Mr. Hearst, in his reply in the New York *Journal*, remarks with dignity:

> "Anybody who knows the high character of the gentlemen who edit *The American* knows that no matter how much they might despise Maynor Gaynor they would never seek to take an unfair advantage of him."

He then refers to the Mayor and his law partner as "Dr. Jekyll and Mr. Hyde," says he is indifferent to his "blatherskite abuse," and declares that the Mayor's "evasion, hypocrisy, and untruthfulness are known to everybody." So the discussion rages.

The Pittsburg *Dispatch* thinks Mr. Hearst's libel suits bring the subject "within the realms of farce comedy":

> "It is not only Satan rebuking sin, but has an additional smoke of the outcry of the stone-thrower when hit by a cobblestone. No man has exercised a larger liberty of attack and condemnation on the character of others than Mr. Hearst in journalism and politics. If a speech like Gaynor's had been publicly made against some one for whom Mr. Hearst had no affection he would have made haste to publish it in full. But when other newspapers publish the same sort of news with him as the target of attack he resorts to the courts."

The Pittsburg *Chronicle-Telegraph*, however, is inclined rather to blame the Mayor:

> "Not alone does he precipitate trouble in his party by rekindling the animosities that entered into his campaign, but he jeopardizes the dignity of his office and puts a quietus on the movement already under way to secure his advancement to a higher public place."

TOPICS IN BRIEF

If Mr. Taft intends to avoid speaking in all States which declare against the present tariff he will have a lot of time to play golf.—*Chicago Tribune.*

The people who have been laying up something for a rainy day will have to lay up a little more. A 10-per-cent. increase in the price of rubber boots and shoes is announced.—*Wall Street Journal.*

"Our present tariff law is every day confuting the liars who attack it," says Congressman Payne, with some heat. What about the attacks from people who tell the truth?—*Wall Street Journal.*

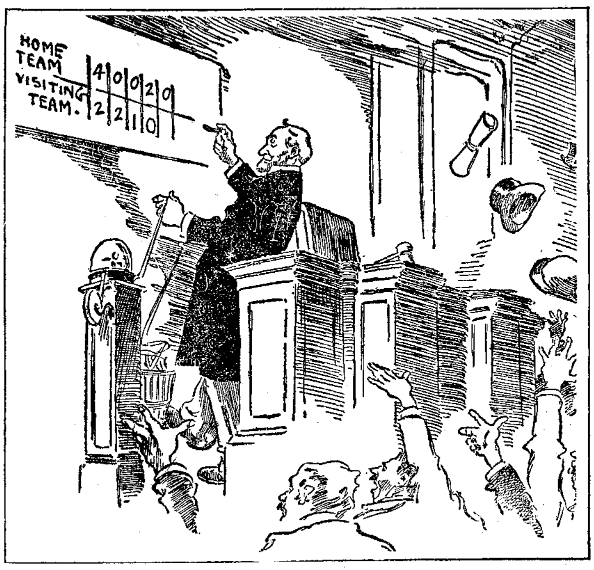
France will have only herself to blame if her birth-rate doesn't increase after this. —*Chicago Record-Herald.*

Rubber is now worth almost half as much as silver, pound for pound. Here is a chance for a more elastic currency.—*Minneapolis Journal.*

The understanding is that good Senator Aldrich has saved enough out of his salary so that he can live in a modest way after his name has been removed from the government payroll.—*Ohio State Journal.*

Our erudite comet editor says that even if the tail of that thing is 25,000,000 miles long its solid matter could be placed in a pill-box, but what puzzles us is to know who's going to collect it.—*Philadelphia Inquirer.*

Investigators have come to the conclusion after long research, that high prices of food make boys bad. The process of reasoning is too long to follow out here. The only weak spot in it seems to lie in the fact that prices were not always high. —*Philadelphia Public Ledger.*



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HOW THE SPEAKER MAY INSURE A QUORUM.
—Mayer in the New York *Times.*

It is unfortunate that Senator Aldrich can not take his Tariff Law into retirement with him.—*Kansas City Star.*

It must at least be conceded that Ballinger is loyal to the Rooseveltian method of characterizing his opponents.—*Boston Transcript.*

Food was recently found in an Egyptian tomb where it had been buried for 3000 years, but still it wasn't placed on sale afterward and labeled "strictly, fresh."—*Detroit Free Press.*

Still, the Governor of Tennessee can point with pride to the fact that he never knowingly or intentionally pardoned a poet.—*Springfield Union.*

The title of a new book is "How to Keep Hens for Profit." The cold-storage houses don't really need advice on the subject. —*New York World.*

The compliment conveyed by the presentation at Delft of a handsome plate bearing a portrait of William the Silent was immediately followed by a speech from the Colonel. It's hopeless!—*New York World.*

At the opening night's auction sale of the Yerkes collection a painting called "The Frugal Meal" sold for $19,500, next to the top price. It must have been a fine example of the realistic school.—*Providence Journal.*

When the chairman of the San Francisco Police Board took office he said the law was to be enforced in that city. Nobody believed the statement then, but as he is now under arrest for larceny, there may have been something in it.—*Philadelphia Public Ledger.*

FOREIGN COMMENT

EDWARD'S DILEMMA

EAGERLY as both ministerial and opposition organs in England have protested that the King must on no account be dragged into the constitutional crisis now entering a more tortuous phase than ever, it is at the same time agreed by all factions that he can not escape it. The responsibility for drawing him into the dilemma is variously placed, but the chief question is, now that he is involved, what he will do. Will he side with the Commons or the Lords? or will he try to arrange a compromise? The first thing to remember in any speculation on that head, observes the London *Spectator*, is that the Sovereign will act rather as an institution than as a human being. This does not quite harmonize with the theory of the radical London *Chronicle*, which believes he will not risk compromising the throne by giving it any institutional function in what is a simple question—"whether the House of Commons or the House of Lords is to be the predominant partner in our system of government." The London *Times* surmises that the King will take no one into the royal confidence, preferring to compromise the difficulty by bringing the leaders of the factions together and inducing them to adjust the difference between Lords and Commons by a "patriotic agreement." What deprives this idea of force to the London *Post* is that the two houses seem hopelessly at odds regarding the right of the upper to veto the acts of the lower. As for the King's personal relation to the dilemma confronting him, we have this elucidation in an elaborate editorial from the London *Spectator:*

> "He will, we should imagine, not so much ask himself the question: 'What do I personally think is the right thing to do?' or 'Who has blundered and who ought to bear the burden of such blunders?' or any such natural and individual question, but rather, 'What is the proper function for the British Monarchy to perform in the case which has arisen?' or, to put it even more impersonally, 'How ought the British Constitution to work in the circumstances?' We may begin by remarking that these circumstances are in a very large sense peculiar. In ordinary circumstances the Sovereign is accustomed to guide his political action solely by the advice of his Ministers. He may no doubt sometimes find it expedient to advise his advisers. It is notorious that both the late Queen and our present Sovereign have often done so with very good results, and have thereby obtained the gratitude of those advisers. Here, however, by the very nature of the case, a situation has arisen where the King can not divest himself of responsibility for a choice of action by accepting the advice of his Ministers. If we could suppose the King saying in private to his advisers: 'Tell me as loyal friends rather than Ministers what answer I ought to give to your *official* advice,' how would they reply? They would, we can not help thinking, be obliged as men of honor in that case to say that an occasion had arisen where the Sovereign *must* act on his own responsibility—they could not be expected to be judges in their own cause. Within the known, accustomed, and prescribed limits of the Constitution the King is clear of all responsibility in accepting the advice of his Ministers as long as they remain his Ministers—that is, as long as they have the confidence of the House of Commons. When, however, it is a question of altering the Constitution by revolutionary action (we do not call it revolutionary in order to beg the question, but merely to describe its abnormal nature), the Sovereign, as Grand Chairman of the nation, is bound, however reluctantly, for once to act on his own initiative."

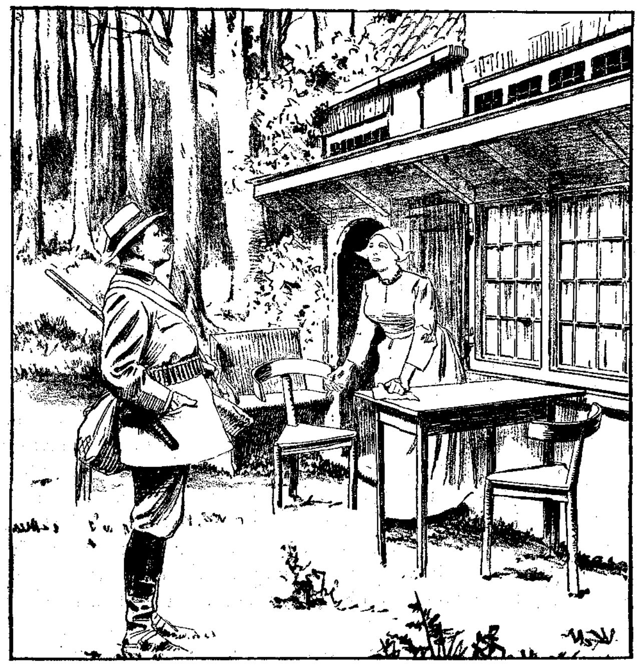
This line of reasoning, representative of much contemporary thought in the more independent London organs, finds little favor with the radical press. Thus the London *Chronicle*, assured of the purpose of the peerage to "capture the throne," insists that the King will not assume to interpret anything. "He will accept the advice of his responsible Ministers supported by a majority in the Commons, and he will follow the policy laid down for a constitutional sovereign by interfering in no respect with the determination of the people to end the veto of the Lords." To the London *Post*, one of the strongly conservative dailies, this line of argument means that the liberal and radical groups in the Commons mean to bring undue pressure upon the Crown. Edward VII. is to be "threatened as if he were a Bourbon," a view commending itself to the London *Mail* as quite sound. But we find the Liberal London *Nation* saying that the Prime Minister will ask Edward VII. only to create more Peers and thus redress the balance in the Lords to favor the Liberal party:

> "This reading of the constitutional position does not, as is falsely represented by the Tory press, bring any undue pressure upon the Crown, or make it partaker in a revolutionary course of action involving an invasion of the rights of another estate of the realm. On the contrary, the act of tendering advice implies an absolute and full assumption of all responsibility by the Ministry. It would, we think, be recognized by every ordinary citizen, who thinks he lives under a popular government, that the King suffered no diminution of his dignity and incurred no personal responsibility by accepting unconditionally the advice thus tendered him. The policy to be embodied in such a bill has been expressly indorsed by the people at a recent general election, and it is essential to the further continuance of representative institutions in this country.
>
> "But this reading of the Constitution, we freely admit, is not universally accepted. It may be the case that the King does not adopt the view that he can thus easily and completely divest himself of all responsibility for a use of his prerogative fraught with such grave consequences. As a constitutional monarch he might raise doubts as to the sufficiency of the popular acceptance of this policy at the last election. Nor can we deny that language mistakenly used by one or two Ministers, notoriously by Mr. Haldane, might be taken to support this view. Tho, then, it would be matter for regret, it could be no matter for surprize if the King should express a desire that the electorate should once more be invited to express a plain opinion on this single issue before he was justified in empowering Ministers to take a measure so extreme. It is, of course, evident that Mr. Asquith contemplates the possibility of such an appeal to the country, tho we still hope that it may not be necessary."

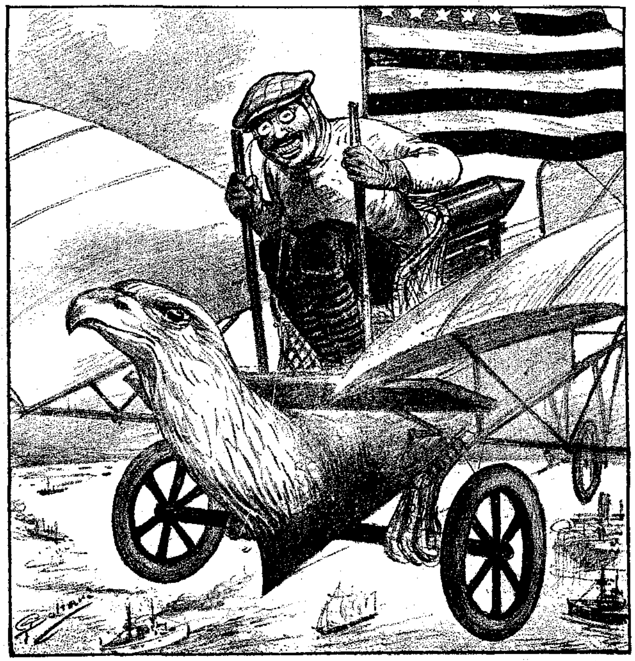
WHAT THE FRENCH ELECTION MEANS TO THE CHURCH

NO lesson deduced from the returns of the general election throughout the French Republic emerges so clearly in the light of European newspaper comment as the permanent secularization of the Government in Paris. For some time after the separation of church and state, as the Vienna *Neue Freie Presse* remarks, there was reason to infer that a clerical reaction might undo all that had been done in the past fifteen years to "modernize" France. The Austrian daily argued that the Republic might, so far as one could foresee before this election, yet send another envoy to the Vatican and bestow recognition upon a future Nuncio from Rome. The system of public education might once more be given over to the monks and nuns. The Roman Catholic faith might in no remote future be restored to its one-time dignity as the state religion of the French. No such "illusion," as our contemporary now deems it, can linger, it surmises, "even in the incorrigibly anticlerical mind." France has definitely abandoned her historical position among the Roman Catholic Powers:

> "The greatest of the Latin nations, the one Latin nation which retains anything like the glory of the Latin past, has severed all official connection between herself and the religion of the Latin peoples. This is a far more significant event than is yet realized, for the very calmness and quietness with which the consummation arrived has not enabled us to measure its vast meanings. It is not so much a religious event as a political one. France, as a permanently secularized Power, enters upon a phase in her long history altogether novel and in a great sense unexpected. As long as there remained a possibility that France would weary of her secularization, the future of Europe remained undecided. The future



DAME HOLLAND—" Welcome to the home of your fathers!"
—*Amsterdammer.*



THIS WOULD BE THE MOST APPROPRIATE EXIT FROM EUROPE FOR T. R.
—*Fischietto* (Turin).

AS EUROPE SEES HIM.

of the Papacy trembled in the balance. With France sundered from herself in this political sense, the Church of Rome faces another destiny than that contemplated by the historians of the past and even of the present.

"Politically, so far as concerns France, it would seem certain that the Republic, in her election, has confirmed the cordial understanding with England. This is in its way as tremendous an event as any in British annals since the first rise of England as a great Protestant power. No doubt there will be many important changes of ministry in Paris, and they may come speedily. But nothing that can be foreseen indicates any departure from the policy of secularization upon which the French Republic has so consistently entered. While France remains a republic she will remain secular. Only a monarchical or an imperial restoration will change this aspect of affairs. We may expect the Vatican to range itself at least by implication among the enemies of the republican form of government in France."

Comments of the French newspapers are naturally biased by partizan predilections. The anticlerical sheets dwell upon the humiliation of the clericals, the *Liberté* (Paris) being sarcastic at the expense of the Vatican. The Socialist *Humanité* (Paris) has no doubt that the voters intended to indorse collectivist ideals of society. The exact opposite is the conclusion of the Paris *Débats*, which insists that Socialism has received a setback through the returns. There are many reballots coming, but these will not, all agree, effect any material change in the result. What astonishes the *Temps* (Paris) is the accuracy with which the result was foreseen and discounted. From the more independent standpoint of Berlin, the *Kreuz Zeitung* infers that there will not be any "fierce war on the Church," but that the process of secularization will be continued in a milder manner:

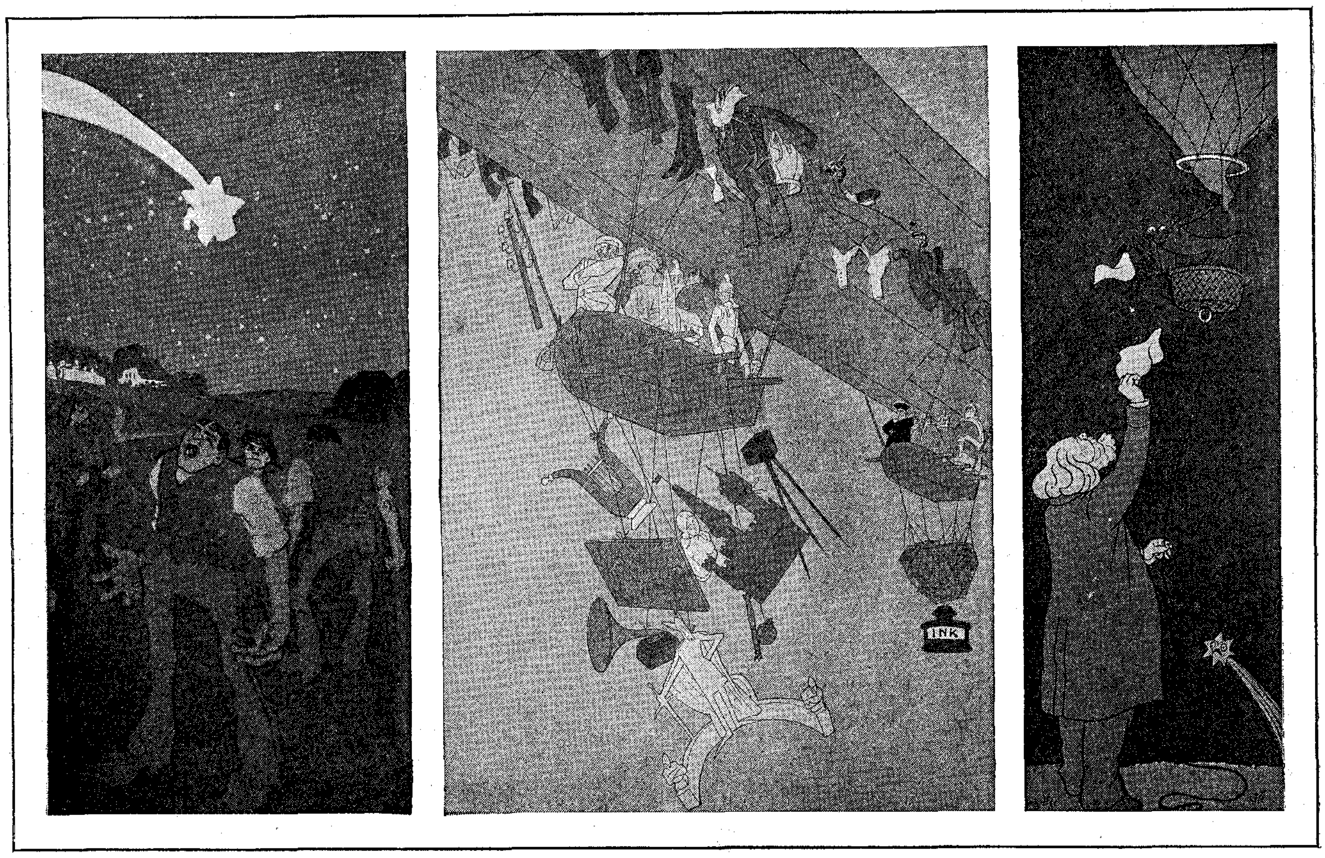
"The old era of fierce recrimination between church and state in France has passed forever. There will be an avoidance of any policy calculated to result in martyrdoms. The priests will not be imprisoned or shot. The faithful will not be scandalized, nor will the Pope be insulted. In truth, the anticlericals among the French have shown rare skill in disarming their critics. But the process of secularization may be expected to assume a more subtle atheistic tendency. One might reasonably inquire whether in her present anticlerical policy, France does not exemplify the spirit of irreligion. The French, that is to say, have been brought to look upon faith, in the old pious sense, as a thing not to be taken too seriously. They are not antireligious so much as non-religious. The future of France under her present anticlerical auspices will show what can be done with a nation and to a nation thoroughly convinced that religious faith is a matter of such indifference that it can be practically ignored. The result will not become historically manifest until the rising generation has reached maturity.

"As regards internal policy, the French will seek first their material well-being. They wish to settle down to a life of ease. Vast social experiments will be undertaken, for at last France has settled her religious crisis, and she means to deal with the problem of her social crisis."—*Translations made for* THE LITERARY DIGEST.

THE HALLEY'S COMET REBELLION IN CHINA

REASSURING as are the announcements from Peking to the effect that recent insurrectionary upheavals in the Chinese provinces have died down, the local authorities still contend with more or less organized revolt against all authority. Such is the gist of accounts in the Paris *Temps* from a correspondent of experience with facilities for ascertaining what transpires in the remote interior. Nor is this an unsupported tale. The approach of Halley's comet began weeks ago to arouse excitement among the natives, notes the Hankow correspondent of the London *Telegraph*, and it was too hastily assumed that the measures to appease the unrest had proved efficacious. Later advices reveal the thoroughness with which the illiterate Chinese mind has been saturated with notions of some direct connection between the coming of the comet and the advent of a crisis in the destinies of the nation. Little seems to have been accomplished through the wide distribution of posters giving a reproduction of Halley's comet as depicted in the Bayeux tapestry, and a large telescopic drawing of the celestial visitor at its last appearance in 1835. Apart from suspicion of the foreign influences behind all this popular astronomy, is the distrest state of the natives themselves. "The misery in the provinces has been acute for some time past, and in addition the country has been overrun by thousands of beggars. The price of rice has risen to famine heights." Thus writes the well-informed correspondent of the London *Times* in Peking, who sees in the failure to pacify the populace as Halley's comet swims into their ken additional evidence of that corruption and inefficiency in the central Government upon which he thus enlarges:

"There exists, firmly entrenched behind the walls of Peking's hoary traditions of conservatism, a party which steadily pursues



IF THE COMET SHOULD HIT THE HEADS OF SOME PEOPLE IT WOULD BE HOPELESSLY DISFIGURED.

WILLIAM WILL OUTWIT THE COMET.
The Hohenzollern family will embark for Mars on an airship and found a new Prussia there.

HAECKEL'S NEAT PLAN TO SAVE THE HUMAN RACE.
He will send a monkey up in a balloon just before the comet strikes us, and after the catastrophe the animal will return and start a new chain of evolution.

HOW THE COMET AFFECTS THE CARTOONISTS.

—From the "Comet Number" of *Simplicissimus* (Munich).

the time-honored policy of *après nous le déluge*, a party innocent of all political economy, ignorant of the history of Egypt and Turkey, which is prepared to raise new loans indefinitely for the payment of old debts, and to mortgage every provincial revenue in the process, so long as the nation's creditors attempt no direct interference in the established order of things. This is the class which, for the past decade, has cheerfully seen the provincial governments debasing the national coinage and placing new burdens upon trade in order to provide funds for the increased remittances required by Peking, which views with complacency the sale of public offices, public lotteries, and the issue of unsecured paper money by irresponsible banks, so long as the machinery of government at headquarters is kept well oiled, and so long as funds are provided to meet, not only the charges on foreign loans, but to supply the irreducible *minimum* demanded for the palace, the Manchu bannermen and imperial clansmen, the eunuchs and pensioners of the civil list, the 'impecunious Peking Officials' Fund,' and the administration of the outlying dependencies of the throne. This class, conservative by name, hopelessly corrupt in fact, is the real cause of China's troubles, financial and political, and its ways must be ended or mended before there can be any hope of effective and permanent reforms."

It is not to be supposed for a moment, this London daily declares editorially, that even so prodigious a phenomenon as Halley's comet could have precipitated a rebellion on the present disturbing scale unless there had been substantial grievances to inflame the general unrest. It asks whether the Prince Regent, who has shown such enlightenment in dealing with China's foreign complications, can now deal with her internal problems. Further:

"The clamor of the younger generation for wholesale reforms at home and for the enforcement of China's sovereign rights against the foreigner seems so far merely to have paralyzed the machinery of government, without stimulating the older generation, which still controls the bureaucracy, to any practical effort. Reform is, indeed, on every one's lips, but, in spite of imperial edicts and the labors of official commissions, the whole system of internal administration is still sunk in the old ruts of incompetency and corruption. The increasing pressure of financial burdens has placed a new strain upon the relations between the central and the provincial governments, for which relief is vainly sought in expedients as ruinous as they are ephemeral, while the situation has been complicated by the growth of a whole network of foreign interests, in the shape of foreign loans and foreign railway and mining enterprises. The more vehement exponents of the new patriotism would cut themselves free from all these entanglements by the simple process of more or less open repudiation, which, of course, no foreign Government can tolerate. The official world seeks relief by pleading the pressure of public opinion to avoid fulfilment of its obligations, or by playing off one foreign country against the other. Recent experience must have surely proved the futility of both courses."

It is manifest to the *Indépendance Belge* (Brussels), a daily which pays much attention to affairs in the Far East, that the Chinese Government has facilities for suppressing the facts with regard to the internal condition of the country, and that this suppression is just now somewhat rigorous. It explores the Chinese psychology thus:

"Nothing is quite so bewildering as the disturbances precipitated in China by the advent of Halley's comet. One might have conjectured that the educational facilities of the missionaries and of the younger Chinese teachers would have sufficed to dispel any superstition in the native mind on the subject of the comet. Yet this does not seem to be the case. The masses of natives appear from the most reliable accounts to have become hopelessly fanaticized by it. One must take refuge in the suspicion that local government is to a great extent paralyzed and that the officials in the national capital are putting the best face upon a series of events that must embarrass them cruelly. For some years now we have heard much on the subject of an intellectually and morally awakened

China, but the news connected with Halley's comet gives the lie to these rosy analyses.

"Is it not apparent that there must be two official Chinas? The central Government in Peking seems able to negotiate with the foreigner and to appease his wrath at violated faith with promises that can not always be made good. The provincial system of government seems to constitute an entity far more mysterious, far more direct in its action upon the masses than anything provided by the curious machinery of the central Government housed in Peking. It is true that the central authority undertakes to appease the popular mind regarding Halley's comet, but the local authority seems to be thwarting these efforts. The lesson of all this is that until Europe has found some method of acting upon the provincial rulers of China, the problem of the Far East will grow more and more serious."—*Translations made for* THE LITERARY DIGEST.

TOLSTOY TO THE HINDU TERRORISTS

THE Hindus who have armed themselves with magazine guns and picric-acid bombs to demolish British rule in India are now urged by Count Leo Tolstoy to substitute love for their infernal machines. As the East-Indian terrorists have derived their inspiration and their bomb formulas from the Russian Nihilists, it seems fitting that a Russian should engage himself in calling them off from their fell program of destruction. Tolstoy's advice to the Hindu anarchists was originally addrest to a young East Indian who publishes from Seattle, Wash., a revolutionary sheet, which, in its undisguised bitter antagonism toward England and its vindictive, vitriolic verbosity, might give pointers to European and American red organs. The Russian sage's letter has been reprinted by *Indian Opinion*, a paper published partly in English but principally in Gujerati (a Southern Indian dialect) from Natal for the benefit of the Hindu immigrants in South Africa.

MADAN LAL DHINGRA,

The murderer of Sir William H. Curzon Wyllie. Such deeds as his lead Tolstoy to advise the Hindu revolutionists to confine their activities to peaceful propaganda, and to leave picric-acid bombs and magazine-guns alone.

In regard to England's enslaving India, the Russian writer says to the impetuous young Indian:

"In your magazine you insert as the basic principle which should direct the activity of your people the following thought as a motto: 'Resistance to aggression is not simply justifiable but imperative; non-resistance hurts both altruism and egoism.'

"You say that the English have enslaved and keep the people of India in subjection because the latter have not resisted sufficiently, and do not meet force by force.

"But it is just the contrary. If the English have enslaved the people of India it is just because they recognized and do recognize coercion as the main and fundamental principle of their social order. In the name of this principle, they submitted to their little Rajas, in their name they struggled with each other, fought with Europeans, with the English, and at present are preparing to struggle with them again.

"A commercial company enslaved a nation comprizing 200,000,000. Tell this to a man free from superstition and he will fail to grasp what these words mean. What does it mean that 30,000 people, not athletes, but rather weak and ill-looking, have enslaved 200,000,000 vigorous, clever, strong, freedom-loving people? Do not the figures make it clear that the English did not enslave the Indians; but the Indians enslaved themselves?

"For the Indians to complain that the English have enslaved them is equal to people who are addicted to drink complaining that vendors of wine who have settled in their midst have enslaved them. You tell them that they can abstain from drinking, but they answer that they are so accustomed to it that they can not abstain, that they find it necessary to keep up their energy by wine. Is not that the case with all the people who submit to thousands and hundreds of individuals, either of their own nation or of foreign nations?

"If the people of India have been enslaved by violence it is because they themselves have lived by violence, live by violence, and do not recognize the eternal law of love, inherent in humanity."

In the opinion of Tolstoy, the Indian does not need:

". . . constitutions, revolutions, conferences, congresses, new ingenious devices for submarine navigation, aerial navigation, powerful explosives, or conveniences for the enjoyment of the rich ruling classes; nor new schools, universities with instruction in innumerable sciences, nor the argumentation of papers and books and gramophones and cinematographs, nor those childish and mostly corrupt stupidities which are called art."

Now these are the very things that all enlightened Indians are working for. Naturally one looks to Tolstoy to suggest some other aim for the Indian in lieu of the institutions named as undesirable. This question he answers thus:

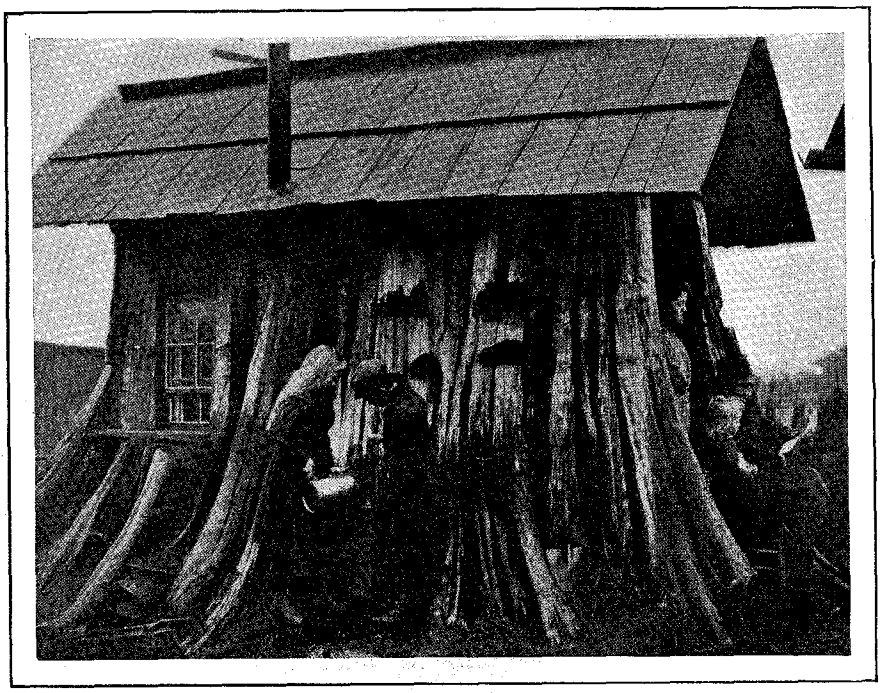
"But one thing only is needful: the knowledge of the simple, lucid truth that the law of human life is the law of love, which gives the highest happiness to every individual as well as to all mankind. If people only free themselves in their consciousness from those mountains of nonsense which hide the truth from them, then that indubitable, eternal truth inherent in mankind, which is one and the same in all the great religions of the world, will disclose itself to the soul of every human being. And as soon as this is recognized by the great majority, all those evils from which humanity now suffer will disappear."

Violence was formerly justified on religious grounds, now it is based on scientific reasons, the Count remarks. First, argues science, violence has always been, hence it must always be; second, the struggle for existence is beneficial, as it produces the survival of the fittest; third, violence must be used against some for the welfare of the many, so that no matter how desirable love may be, coercion is indispensable. Instead of being convinced by these arguments, however, Tolstoy is led rather to warn the Hindus to discard a system that justifies such hateful practises. Violence has been sanctioned by various religions—abolish religion. It is approved by science—abolish science. In short, to attain the delightful state where all evils will disappear, it seems that we must free ourselves of all belief in pretty much everything in this world or the next. To quote the Russian sage:

"If people only freed themselves from beliefs in all kinds of Ormuzds, Brahmas, Sabaoths, their incarnation in Krishnas and Christs, from beliefs in a paradise and hell, in angels and demons, resurrections, from the idea of the interference of God in the life of the universe; freed themselves chiefly from the recognition of the infallibility of the various Vedas, Bibles, Gospels, Triptakas, etc.; if people only freed themselves from blindly believing in all sorts of scientific doctrines about infinitesimally small atoms, molecules, about all kinds of infinitely great and infinitely remote worlds, about their movements and their origin, about forces; from the implicit faith in all manner of theoretical scientific laws to which man is supposed to be subjected, the historic and economic laws, the laws of struggle and survival, etc.—if people only freed themselves from this terrible accumulation of the idle exercise of our lower capacities of mind and memory, which are called the sciences, from all the innumerable divisions of all sorts of histories, anthropologies, homiletics, bacteriologies, jurisprudences, cosmographies, strategies (their name is legion); if people only relieved themselves of this ruinous intoxicating ballast—that simple, explicit law of love, accessible to all, which is so natural to mankind, solving all questions and perplexities, will of its own accord become clear and obligatory."

PLANETS, COMETS, AND THE WEATHER

THE idea that the configurations of the planets have something to do with the weather is a very old one. In the minds of most citizens it inspires a vague wonder whether Halley's comet may not be the cause of any peculiar weather they may notice. Stated in the language of modern science it is resolved into two unanswered questions. First, does the state of disturbance of the solar surface have anything to do with our weather? And, second, is this state of disturbance due to planetary attraction? Two affirmative answers are necessary. In an article contributed to *Cosmos* (Paris, April 2), Mr. A. Nodon, president of the Astronomical Society of Bordeaux, assumes these answers and is accordingly satisfied that the theory of planetary influence represents the facts. Long-distance weather-prediction follows as the night the day. Being an orthodox astronomer, the planetary influence in which he believes is merely gravitational, aided a little by electrical attraction, so that Halley's comet, being gravitationally of little importance, would have to be disregarded as a weather factor. Writes Mr. Nodon:



By courtesy of "The Scientific American," New York.

A STUMP DWELLING.

A fir-tree stump in Washington which shelters a family of five.

"There is a close relationship between the phenomena of the terrestrial globe and those of the solar surface, and it seems very probable that we must seek the common origin of these phenomena in electric action coming from the sun. This relation is not limited to the earth; it extends very probably to the other planets, to their satellites, and to the comets.

"Investigation of the cause of solar perturbations and of the laws that govern them is of great interest, for a knowledge of these would make it possible to explain many phenomena connected with astronomy, with terrestrial physics, and with meteorology; it would also assist us to predict the epochs of the perturbations, as well as their relative intensities."

The writer's theory starts with the influence of planetary attraction on the sun's surface. It is difficult, he thinks, to believe that the periodical disturbances on this surface—spots, faculæ, coronal jets, protuberances—have an adequate cause in the luminary itself. Such causes must be without, and planetary attraction would seem to him their most logical origin. He writes in substance:

"The planets exert on the outer layers of the sun a gravitational attraction, and there must also exist an electrical attraction, as the sun has a high positive charge. The two actions together raise gaseous tides on the surface. It may be shown that frequent periods occur when two or more planets are in opposition; that is, when the disturbing actions of these planets are added. On the other hand, at other periods their effects balance. At opposition the great deformation that results must produce disturbances in the electric charge of the solar surface. We know that most such disturbances are accompanied by secondary phenomena such as sun-spots, whose number and extent are nearly proportional to the intensity of the disturbance. Observation shows that peculiarly intense solar troubles occur when the oppositions take place within the zone of Jupiter's influence. The action of Mercury, owing to its nearness to the sun, would appear equally important."

The author discusses the solar disturbances observed during each month of the year just past, and shows to his own satisfaction that each was exactly what might have been expected from our knowledge of the corresponding planetary positions. He believes that it will be possible to do the same for future years. Evidently, if we may predict astronomically the state of disturbance of the sun's surface at any period, and if this state influences terrestrial weather, we have a system of long-distance forecasting with a vengeance. It will be quite as easy to show what the weather will be on July 4, 1956, as it is now to predict a storm due day after to-morrow. Evidently the proof of the pudding is in the eating. When Mr. Nodon puts forth a weather-forecast that shall be realized after his death, as Halley predicted the return of his comet, he will write his autograph on the tablets of fame. Until then, he is simply advancing entertaining hypotheses, which are strikingly like some that have been heard before.—*Translation made for* THE LITERARY DIGEST.

A HOUSE IN A TREE-STUMP

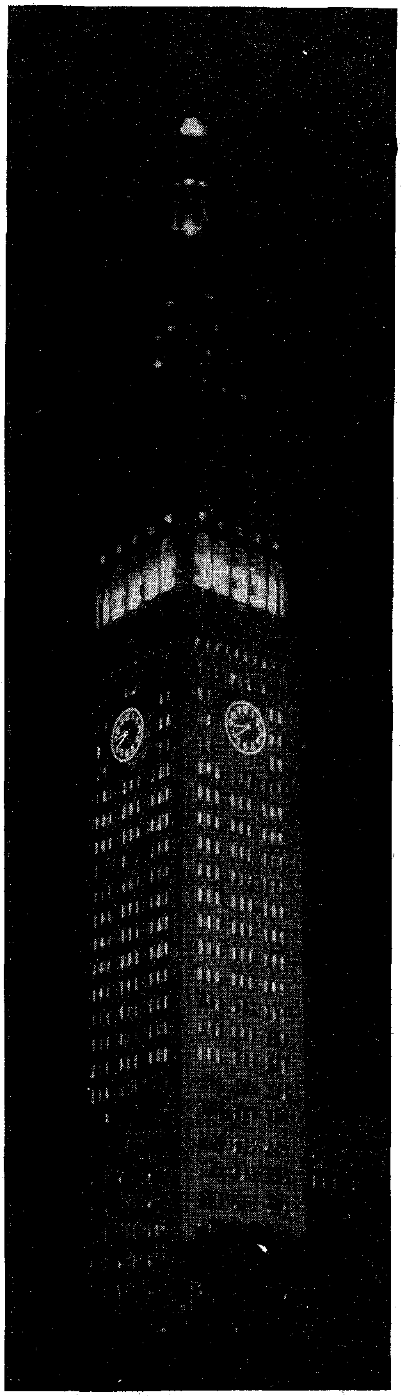
THE inventiveness and resource of the pioneer are often shown in the way he makes Nature provide a house for him. The fir-trees of the Pacific Northwest, we are told by *The Scientific American* (New York, April 16), occasionally attain such proportions, especially near Puget Sound, that the stumps are employed for novel purposes. Says the writer:

"In some portions of Washington one can see these huge stumps, which have been hollowed out and actually made into temporary homes for settlers. To make a stump house, it is necessary only to remove the material from the interior, leaving enough to form walls of suitable thickness. Then a roof of boards or shingles is put over the top of the stump, holes are cut for windows and doors, and the dwelling is practically ready for occupation. A number of these stumps have been used by settlers on what are called logged-off lands, until they have been enabled to construct larger and more convenient dwellings. After the stump home has been vacated, it is turned into a stable for the horses, or sometimes into an enclosure for chickens or hogs.

"Next to the big tree of California, or sequoia, as it is termed by the scientists, the fir as found in Washington and Oregon has the largest diameter of any tree in America, and probably in the world. Some have been cut down which actually measured 15 feet in diameter at the point where the incision was made. As they decay very rapidly after the timber has been removed, usually the interior can be hollowed out with little difficulty. Sometimes they are used for dancing platforms, . . . some being large enough to accommodate four couples."

THE WORLD'S MOST WONDERFUL CLOCK

THIS clock, according to Joseph B. Baker, who writes in *Popular Electricity* (Chicago, April), is not in Strasburg, or in any Old-World city, but in "little old New York," on or near the top of the so-called Metropolitan Tower in Madison Square. New Yorkers, Mr. Baker assures us, take pride in showing visitors the tall white tower and its clock—especially at nightfall, when to the music of the chimes is added the flashing of the time from the lantern at the top, 700 feet above the street. He goes on:



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THE METROPOLITAN TOWER AT NIGHT,
Showing the world's most wonderful clock.

"By day and night, from as far as they can be seen at all, the four giant dials can be read, and far above the city's din every fifteen minutes the bells announce the flight of time to all within earshot. And the red and white flashing beacon sends the same message far afield, readable on a clear night by all within a radius of fifteen miles. The whole constitutes quite the most remarkable clock system that has ever been built.

"The tower clock dials, illuminated at night by many incandescent lamps, are 26 feet 6 inches in diameter, with numerals 4 feet high and minute-marks 10½ inches in diameter. The hands, driven by an electric motor, are 17 feet and 13 feet 3 inches long, respectively, and weigh, together, 1,700 pounds. The four bronze bells, constituting the hour-strike, and the chimes have an aggregate weight of 13,500 pounds and the flashing lantern is equipped with red and white incandescent lamps mounted in an octagonal lantern of an aggregate candle-power of over 22,000. The clock system includes, besides the four tower dials, hundreds of other secondary clocks distributed throughout the offices and other rooms of the building. All of this mighty horological equipment is electrically actuated and controlled from a single 'master-clock,' which is itself electrically self-winding, requiring no touch of human hands from one year's end to the other."

This master-clock is situated in the directors' room of the company, on the second floor of the building. On the twenty-sixth floor of the tower is what is called the "clock-room," behind the west dial. Here are delicate relays, operated from the master-clock and themselves actuating heavy magnetic switches near by. We read further:

"The front of the room opens out into a ferro-concrete casing, some 30 feet square and projecting out about 30 inches from the wall of the tower. This is the tower dial, with its numerals and minute-marks cut through the front wall and glazed with heavy plate wire-glass through which a bird's-eye view may be obtained of the city and Hudson River and the distant Jersey hills. . . . Sliding shutters at the dial center give access to the backs of the monster hands—of steel-frame construction with copper casings—and through a slide in each hand near the point of attachment to its arbor the lamps which light the hands up at night may be reached. The hands are faced with polished wire-glass, and each is fitted with a pair of ingenious rolling carriages on which are mounted 'linolite' lamps, giving the effect of a nearly continuous double line of light. The lamp carriages run on rails on a track in the structure of the hands, and are hinged together in sections, so that they may be withdrawn through the slide for the purpose of renewing the lamps. At the center of the minute-hand is a glass-faced boss containing a center cluster of ordinary bulb lamps. The illumination of the dial itself is by an indirect method designed to give the most brilliant and at the same time the most distinct tower-clock lighting in the world. The entire interior of the dial casing is painted a permanent dead-white, having high reflecting power for diffused light. Two concentric circular rows of 20-candle-power tungsten-lamps, 200 in all, are mounted in front of curved reflectors of corrugated, silvered glass, which throw all of the direct rays against the rear wall of the casing. By this means the glass fronts of all of the numerals and minute-marks are strongly and evenly lit up, yet without any glare or blurring of the dial as seen from the outside of the tower at night. By day also, when the space back of the dial is unlighted, the numerals cut through the dial contrast well with its white surface.

"The massive hands of each tower dial are carried on a set of 'dial works' consisting of a steel shaft and sleeve running on ball-bearings and driven by an electric motor. The 'dial movement,' containing the motor and its gearing, is also equipped with an automatic cut-out device which turns the illumination off at 20 minutes before sunrise and on at 20 minutes after sunset, with the progressive advance of the season. There are no cumbrous weights and pulleys to operate the hands of the clock—the little electric motor, obedient to the control of the master-clock, and its relays and switches, starts up once every minute and runs for 50 seconds, driving the minute-hand through one minute-space on the big dial during each run. Two motors are employed in each tower movement, either one alone being well able to drive the hands, and a centrifugal tell-tale device, mounted on the shaft, being used to signal to the chief electrician's office in case of 'trouble' on either motor."

The electric "torch" on top of the tower is also turned on and off by the automatic device that controls the dial illumination. From the magnetic switches in the clock-room heavy cables carry the current which flashes the time all through the night—red flashes for the four quarters and one white flash for each stroke of the hour. The white light, given by 88 large incandescent lamps, burns continuously except just before the time to announce each quarter-hour. The writer adds:

"When one has gone all over the building and seen the various parts of the clock system in operation, one is better prepared to examine the master-clock, with its faithful pendulum, the prime mover of all these wonderful horological details. In charge of so many functions as the master-clock is, there is 'something doing' all the time in the array of beautifully finished gleaming mechanism. Let us watch the chimes transmitter, which consists of a little brass cylinder with four pairs of accurately adjusted platinum contacts bearing upon it and arranged to be closed in a certain order by the rotation of the cylinder. Once every 15 minutes, and a sufficient time before the even quarter-hour, a rod moved by the main transmitter releases the cylinder, allowing it to rotate and close the contacts for the proper quarter-hour chimes. The timing of these contacts is such as to cause the first stroke of the hour bell to occur accurately on the hour, allowing plenty of time beforehand for the chimes to strike their four 'measures' and get through. The hour-strike transmitter is mechanically operated from the chimes transmitter.

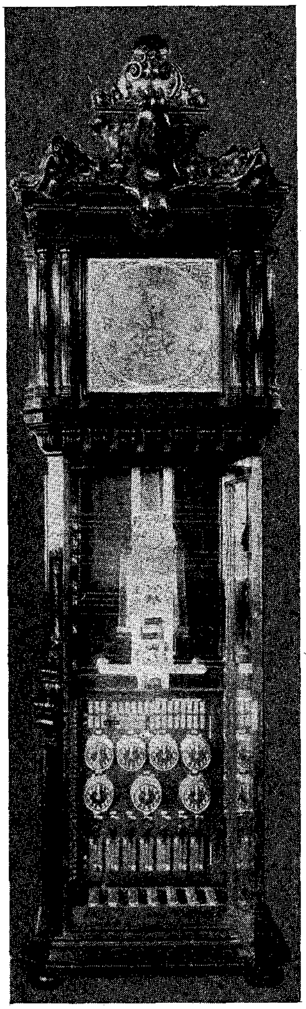
"Suppose the time is a little before two. As we watch, the drum of the chimes transmitter begins to turn, and, one after another, all of the four contact fingers are kicked up into the air.

The sound of the answering tower bells comes down to us but tardily, on account of the great distance, but it is a kind of music simply to watch the changing measures marked by the dancing bits of metal. Before we realize it, the motion ceases, and we turn our glance to the hour-strike mechanism. Its contact fingers close and open twice, in leisurely succession, followed by the booming notes from the 7,000-pound B-flat 'announcing-bell' from its place on the forty-fifth story."

ARTIFICIAL RUBBER

WHERE other substances may have one or two substitutes, rubber has many, and the present demand for caoutchouc serves to direct attention to them; for, in the degree in which they may be used industrially, they help to save the supply of the real article, now unfortunately short. Mr. C. Simmonds, writing in *Nature* (London), tells us that the various substitutes for rubber are of three types: actual substitutes, containing no rubber; composite rubbers, in which some natural rubber is worked up with other substances; and true synthetic rubber, chemically prepared. He continues:

> "At present the first of these classes is commercially the most important. Scores of recipes are in existence, including very diverse ingredients; but the basis of most is a modified oil. . . . If we test the drying properties of boiled linseed oil by spreading a little of it over a slip of glass and allowing it to dry, a film of oxidized oil is eventually obtained, having a certain modicum of toughness and elasticity. The liquid oil has taken up oxygen, and thereby become converted into a more or less elastic solid. Tung-oil substitute is essentially such an oxidized product, manufactured by heating the raw oil until it has absorbed enough oxygen to cause it to thicken and become solid on cooling, when it is powdered and worked up with a little petroleum.
>
> "In a somewhat similar way the oils can be made to take up sulfur, becoming thereby solid, and endowed in some degree with elastic properties. The treatment is analogous to the 'vulcanization' of rubber. . . . Colza oil is largely used for these purposes, but various others are available—linseed, maize, arachis, and castor oils, for example. The chemical reaction involved is a somewhat complicated one. . . . . .
>
> "'Nitrated' oils are also used as the basis of some rubber surrogates. Thus one well-known product is a solution of a nitrocellulose in linseed or castor oil which has been nitrated by treatment with a mixture of nitric and sulfuric acids. Other such articles are made by oxidizing the nitrated oil with lead peroxid, or by simply heating it in air."



THE MASTER-CLOCK.

It controls all the clocks in the Metropolitan building, including the one in the tower.

These oxidized, sulfured, and nitrated oils, in one form or another, are largely used as substitutes for rubber. Of other substitutes proposed, there are, first, those which add to the oil other constituents, such as tar, pitch, and creosote. "Russian" substitute, said to be useful for covering telegraph cables, contains wood-tar, hemp and linseed oils, ozokerite, spermaceti, and sulfur. "Oxolin" has a basis of fibrous material such as jute or hemp. Then there are substitutes in which oil plays a subordinate part, or is altogether dispensed with. "Jones's substitute" is made from various gums. In Perkins's patent substitute gelatin or glue is dissolved in creosote and then treated with some reagent such as tannic acid—which will render the mass insoluble. As a curiosity in this class the writer mentions "grape-rubber," produced from the skins of grapes by means of pressure; it is not, however, a commercial article. Finally, there is "bakelite," a condensation-product of formaldehyde and phenol, which can be molded as desired, and afterward hardened. Mr. Simmonds proceeds:

> "In what sense are the foregoing articles and their like to be considered as 'substitutes' for rubber? Some persons are disposed to deny them any right to the title, and would look upon them as mere adulterants whenever used partially to replace rubber in what would otherwise be an all-rubber article. Others admit, tho sometimes grudgingly, that there is a place which such substitutes can usefully fill. Much depends on what the article is sold as, and on what use it is to be put to. Not all the special qualities of rubber are wanted in all the products for which it is employed. A door-mat is one thing, a bicycle tire quite another. Where a high degree of elasticity is not really needed, as, for instance, in water-proof goods and electrical insulating work, there is a legitimate field for substitutes which may serve the required purpose. Even here they may not be equal to rubber, but they find their justification in their lower cost. After all, we do not need razors to cut sticks with.
>
> "It may be said at once that no substitute is equal to rubber in every respect. Chemically, the latter is a very inert substance—much more so than the substitutes. Hence, even if the latter were not otherwise inferior, they would be less durable than rubber under certain conditions. They are nearly all acted upon more or less readily in circumstances where rubber remains unharmed. The modified oils, in fact, are still oils in the sense that they remain glycerids, decomposable by alkalies, as also by steam under pressure. If used for articles exposed to these agencies, they fail in durability, whatever their excellences otherwise. . . . . . .
>
> "Coming now to true synthetic rubber; a question often asked is whether there exists any probability of such an article being manufactured and displacing natural rubber, either wholly or to any large extent. Will rubber-plantations go the way of madder-fields and indigo-cultivation? Well, the future is on the knees of the gods. In the face of the precedents just mentioned, to say nothing of others, he would be a bold man who would venture to say that even the best quality of rubber may not some day be made on a commercial scale from cheaper materials such as beet-sugar and calcium carbid. But the day is not yet. There are beginnings; there are clear indications of the direction in which to proceed; there is distinct progress to note. But there is still some distance to go, and the end of the journey may not be even in sight."

A true chemical rubber is foreshadowed, Mr. Simmonds thinks, in the so-called "turpentine rubber" made by passing turpentine through a hot tube, and treating the resulting vapors with hydrochloric acid. The result is a solid condensation-product. A more promising method is outlined in Heinemann's patent of 1907, which attempts a true chemical synthesis, starting with mixt acetylene and ethylene gases and ending in a substance closely resembling caoutchouc, if not identical with it. The serious obstacles in the path of the inventor are thus hinted at:

> "The question is, can this or some other comparatively simple synthesis, theoretically quite possible as a laboratory operation, be translated into a practicable and profitable mode of manufacture on a large scale? One of the first doubts to arise is whether the synthesized caoutchouc will have the physical properties of natural rubber; or whether these, by any course of treatment, can be imparted to it. This doubt resolved, there comes the question of economical production in competition with the natural product. Much time and thought have been spent on the problem of synthetic rubber, and it is safe to conclude that there will yet be many a headache before it is solved. Judging by what is known to have been done rather than by the promises, owners of rubber-plantations may for the present sleep peacefully in their beds."

OUR DISEASES RAVAGING PRIMITIVE RACES

It is among peoples who have never been subject to a given disease that it rages with special virulence when they do come into contact with it. Particularly is tuberculosis fatal among primitive races. As a writer in *The Dietetic and Hygienic Gazette* puts it, any infection acquires unwonted malignancy when for the first time it invades a race hitherto unacquainted with it. The Sandwich Islanders, the negro, and the Indian were free from tuberculosis, he says, until the blest advent of their white brother, so eager to assume the 'White Man's burden' and still more eager to reap the sure and substantial fruits of such service. We read:

"The negro in his native Ethiopia knew nothing of tuberculosis until the Caucasian came upon him; now every other adult negro is dying of tuberculosis. The Indian was unacquainted with tuberculosis until our coming; now our consumption and our fire-water are fast wiping him off the face of the earth. The Bureau of the Census in Washington tells us the Indian is dying of tuberculosis in greater numbers than the negro and in far greater number than the white.

"Roger, in his admirable 'Introduction to the Study of Medicine,' notes that measles is a disease comparatively innocuous among us—for we have long become inured to it. But this infection was entirely unknown among the inhabitants of the Fiji Islands until some benevolent whites introduced it. Thereupon, in a single epidemic, 40,000 among 150,000 Fijians died most miserably of measles. In the same way an epidemic of the same disease visited the Faroes in 1846. Of the 7,782 inhabitants of these Islands, 6,000 were attacked, only the old being spared.

"Mr. John Guille Millais, the great son of the great painter, has, in his book, 'Newfoundland and Its Untrodden Way,' praised most enthusiastically the Micmac Indians. He praised also the whites—the Norwegian, fine sailor and whaler as he is, directly descended from those Northmen who conquered Normandy and ruled England, who discovered the Western world several centuries before Columbus; and those other Newfoundlanders whose forbears came from the west of England, companions of Drake and Raleigh, the only men who can to-day hunt the hair seal on the ice floes, the men who are to-day selected by Peary and others for polar exploration. But in greatest esteem Millais holds the Micmacs, who have thus far been a most virile tribe: as guides their endurance is untiring; as canoemen and in the wilderness they are wonderfully skilful. But 'consumption and the trader's rum are playing havoc with this fine race. In one drunken spree they often waste the earnings of a month of toil. The law forbids the sale of liquor to them; but in the far-off outposts the law is a dead letter.'

"Dr. Grenfell, whose 'parish' includes as much of Labrador as he can circumvent, has observed that endemic diseases have up to recent years been practically unknown along that coast; 'it is an ideal field for the study of incubation periods.' The infections which the natives have contracted have been introduced mostly from regions to the south. . . . . . .

"The ancient Romans conquered the 'barbarians,' among whom those that were available were made gladiators to go into the arena and fight and die for their entertainment; *nos morituri salutamus* was the introductory formula spoken by these gladiators—'we who are about to die, salute you, our conquerors.' This is a sentiment equally fitting to-day, to be addrest by the subservient races to the dominant white!"

WAR ON RODENTS IN CALIFORNIA

The absolute annihilation of the rat, in all its forms, is advocated by Messrs. William Atherton Du Puy and E. T. Brewster in the May *McClure's*. What they call "Our Duel with the Rat" has assumed the aspect of a life-and-death struggle in California, and in addition war has now been declared there against other rodents, especially the ground-squirrel. Rats are expensive, even when we exclude their ravages as disease-carriers. Say the writers:

"The rat costs money. Experiment shows that it takes about 60 cents' worth of wheat to feed a single individual for a year. The eggs, cheese, young chickens, and squab, which it prefers to wheat, increase proportionately the cost of its board. Even if there were no more rats in the United States than there are human beings, and if each rat consumed and spoiled only 25 cents' worth of food in a year, the total cost in a decade would be staggering. As a matter of fact, the rat population of most communities is at least five times that of the human. To this, moreover, must be added as many more mice; for the mouse is really a rat, and it is merely an accident of language that we call it by a different name.

Illustrations used by courtesy of "McClure's Magazine."

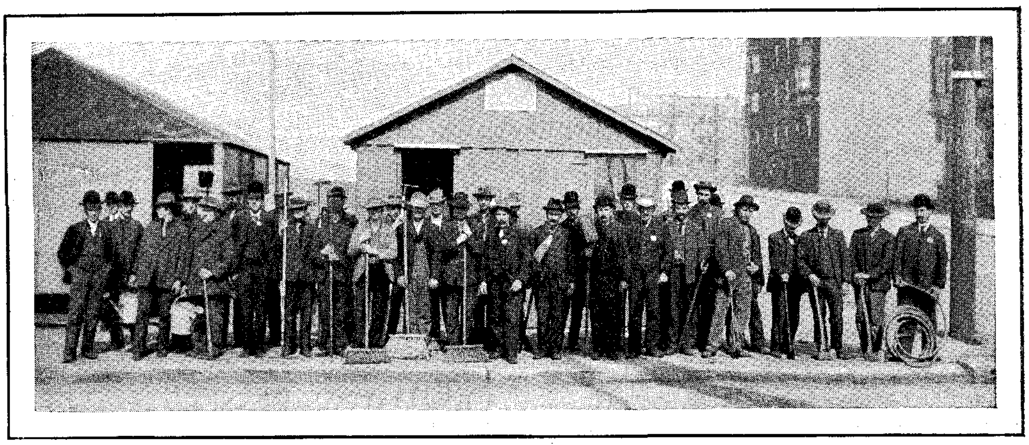
A MORNING'S CATCH BEING DIPPED, TAGGED, AND IDENTIFIED.

"There are, then, probably 500,000,000 rats in the United States, not including mice and the various wild rats that for the most part keep out of man's way. This means a yearly cost for food alone of $100,000,000. To this must be added the damage they do in obtaining material for their nests. For this purpose they gnaw off the insulation from electric wires and chew up matches—and many a piece of property goes up in smoke as a result. . . . From a single nest have been taken out three towels, two serviettes, five dust cloths, two pairs of linen knickerbockers, and seven handkerchiefs.

"The total loss from all these different sources is largely a matter of guesswork. A reasonable and semiofficial estimate, however, gives, for Denmark, $3,000,000 annually; for France, $40,000,000; for Germany, $50,000,000; for Great Britain, $73,000,000, and for the United States at least $100,000,000, of which $15,000,000 is from fires."

But this is not all. The rat is well known to be a carrier of disease, notably of bubonic plague, whose dissemination is largely due to his efforts. He is himself, however, the victim of a smaller and more agile carrier, the flea, which first contracts the disease, bearing sometimes thousands of bacilli in its body and conveying them to animals or men by its bite. Even without the rat, therefore, the plague would still spread, but rats are so important as agents in carrying it forward that their destruction is now the first result aimed at in fighting the disease. The authors tell in detail how rats have been fought and destroyed in San Francisco—a tale already told in these columns. Hostilities have now been extended to the surrounding country and are directed against other rodents. Say the authors:

"We in the United States . . . have within the year developed a rodent problem quite unlike that of any other nation. Rat, flea, and plague bacillus have added to their trio the ground-squirrels of California. They, like the rats, take the plague, harbor fleas, and transmit the pest to one another, to other rodents, and to man. . . . . . .



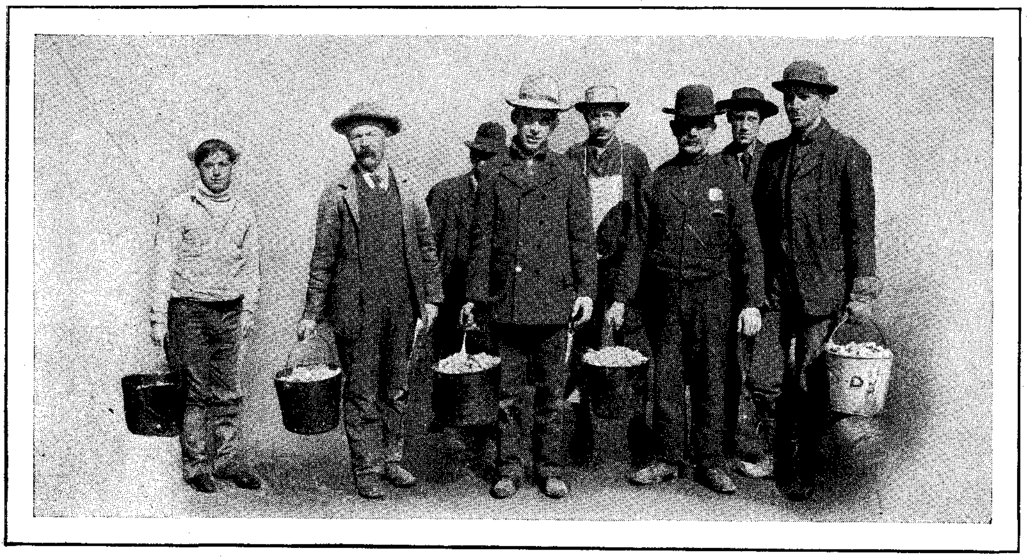
STARTING OUT TO CLEAN UP A RAT-INFECTED DISTRICT.

"Already, however, the squirrels are becoming immune; they are now multiplying rapidly, and again the ground begins to be alive with their countless numbers. If nothing is done, there will soon be a vast rodent population, semi-immune, and a permanent reservoir for the plague, extending from California to Texas. Quarantine will no longer avail against the disease, for every city will become, in effect, a seaport. The least relaxing of vigilance, and the wild rodents will reinfect the city rats, and the work at San Francisco will have to be done all over again in a dozen places instead of in one; while every man who touches a wild creature will take his life in his hands.

"The same efficient corps that, under Dr. Blue, handled the rats on one side of the Bay of San Francisco has now taken charge of the squirrels on the other, and they have, in addition, the assistance of the world's greatest authority on North American rodents—Dr. Hart Merriam, who brings with him the expert hunters and collectors of the United States Biological Survey. Since April, 1909, a body of scouts has been in the infected district, collecting samples of the squirrel population, to determine just how far the infection has traveled.

"Each man is provided with a 12-gage shotgun, knapsack, canteen, ammunition, tags, cans, chloroform, solder, and an instrument for extracting dead squirrels from their holes. Everything in the equipment has been carefully thought out, even to the precise size of shot and charge of powder. For the squirrel is tenacious of life, and if he has a single kick left in him after being hit, he will spend it in getting to the bottom of his burrow. A day's work for a scout and his dog is to bag from thirty to sixty specimens, to tag each one immediately, and to put it in his knapsack with sufficient chloroform to kill or stupefy the fleas and prevent their escape. In the evening he carries his bag to headquarters, transfers his catch to tin canisters, to which he adds more chloroform, and seals either with a special locking cover or with solder. These cans are then taken by the express companies and forwarded as promptly as possible to the general laboratory in San Francisco.

"The cans, on arriving at San Francisco, are rushed by special messenger to the central laboratory, and there put through an examination practically identical with that already developed for suspected rats. First, the squirrels are once more sprinkled liberally with chloroform, given an antiseptic bath of bichlorid of mercury, and turned out in piles upon a lead-topped table. Almost faster than the eye can follow, a trained assistant catches a tack on a magnetized hammer and with four quick blows pegs out the animal on a shingle. Another numbers the shingle and notes the record of the tag. An instant later, the animal has been cut open, and a practical observer is examining the larger glands for the characteristic lesions of the bubonic plague."



A "POISON SQUAD."

Carrying pails of croutons spread with poison. It is estimated that 500,000 rats have been killed by this means, and not a single poisoning accident is recorded.

The work of last summer, we are told, makes it clear that the plague has not crossed into the great central valley of California, and that infection probably does not extend much farther than Contra Costa County. Infected animals have been found beyond this, but their numbers are diminishing. The danger zone is southeast of San Francisco, between the mountains and the bay, and this area, some forty miles square, is to be kept isolated. Such work is attended with no little risk, as any infected squirrel may infect each one who handles it, but every precaution is taken, the workers are picked men, they are inoculated against the plague, and "thus far there has been no accident." To quote again:

"Trustworthy men guard the passes across the mountains, and keep them clear of squirrels. In addition, a strip of country five miles wide and thirty-five miles long, running from the lower end of the Bay of San Francicso east and north to the crest of the mountains, will be kept free of every living creature that can possibly carry the infection.

"Within the region thus bounded, guns, traps, and poison are at work. Ranchers, State authorities, and the National Government have united their efforts. It will be impossible to destroy all the rodents of this area, but their numbers can be so far reduced that individuals and colonies will no longer come much into contact with one another; and gradually the bacillus itself will die out. It is a very different matter, however, to hunt small rodents out of the houses of a city ward and hunt them out of the mountains of a California county. Moreover, the wood-rat has lately gone over to the enemy, and several other rodents are under suspicion of treason.

"Here, then, is a little problem in arithmetic. Take the cost to the people of the United States of the rat and its congeners for food, and add the expense of fires and other damage. Add the cost of ten years' fighting the bubonic plague in California, and of the present campaign against the ground-squirrel. Add, also, the three hundred odd lives lost by the plague since 1909, to say nothing of other results of other vermin-borne diseases. Then say whether it is not high time that we stop this shilly-shallying with *Mus decumanus*, *Mus rattus*, *Mus musculus*, and the rest, and send them to join many a more useful species."

CATHOLICS IN THE FRENCH ELECTION

THE result of the recent French elections will be a great disappointment to the Catholics of the entire world, says *The Catholic Universe* (Cleveland). The reason for this is that, "in spite of the Duez scandal, the farce of liquidation of religious properties, the confest general lowering of the standards of morality, the increase of crime, the appallingly diminished birth-rate, the heroic efforts of the bishops," the nation maintained the same apathy as formerly, and the government majority is if anything slightly increased, the relative position of political parties remaining practically as before. In another department we present the comment of the foreign secular press. Here we give the views of the organs of the Church. The writer in *The Catholic Universe* thus analyzes the situation:

"The result of the election justifies the gloomy forecast made during the campaign by the French correspondent of the English *Catholic Times*. He wrote just before the voting:

"'With regret I have to say that nowhere in the French press, whether favorable to the Catholics or opposed to them, do I find an expression of the conviction that the men who have been persecuted will put up a good fight against their persecutors, or of the hope that they will be able to replace them by representatives more just toward the Church, more sincere lovers of fair play, earnest Christians animated by pure motives.'

"How is this? it will be asked. The question is natural, for the Catholics had had incitements enough to action, and a better opportunity for dealing an effective blow at their oppressors could not present itself. The grievances of the French Catholics are of a character which should make anything like indifference among them on the approach of a general election impossible. The persecution has not been in any sense partial. The question is not whether a defense should be offered here or there—on this point or on that. The struggle is necessary, if the essential elements of religion are to be preserved.

"The people who have succeeded in securing the reins of power are leaders in a conspiracy against Christianity and the right of worshiping God. They have become so bold that they make no disguise of either their disbelief or their intolerance. When Bismarck carried on the Kulturkampf in Germany, Europe condemned it as tyranny and the German Catholics certainly suffered severely. Prelates and priests were cast into prison, and Catholic flocks were deprived of their shepherds. But harsh and bitter as was the usage to which the German Catholics were subjected, the attack on the Church was not at all deadly as that which has been conducted by Messrs. Combes, Clemenceau, Briand, and their followers in France. Tho ministers of religion were imprisoned or banished by Bismarck, his crusade was not directed toward the extirpation of religion itself. God's name and God's law were still reverenced by the State. In France the persecutors have sought to blot out the idea of God from the minds of the people. Mr. Viviani, a Cabinet Minister, has boasted that they have actually done so in the case of the French working classes.

"The separation of church and state, the closing of the schools in which instruction was given by members of the religious orders, the banishment of the congregations, the expulsion of bishops from their residences, and priests from their parochial houses, the confiscation of the property belonging to the monasteries and convents, the removal of the cross from the courts of law, and all the other overt acts against Catholic practises, were but so many stages of the warfare against God.

"The entire régime is and has been antireligious. All the influence of the Government has been cast against the Catholics. If any one engaged in the public service is known to profess the Catholic faith there is for him no chance of promotion. If he goes to mass regularly he is sure to be dismissed sooner or later. Even the humble postman jeopardizes his position if he is faithful to his creed."

In some quarters it is alleged that the Catholics of France voted for Mr. Briand, but *The Sacred Heart Review* (Boston) asserts that they did not vote at all in the last election. For this reason:

"The average citizen of France (who is a Catholic or nothing) knows very well that his voting makes little difference to the country, one way or the other, as the real power in France is not the voter but the man who counts the votes. The government system in France is so different from what prevails in America or in England that it is difficult to realize how utterly the elections are in control of the men in office. The army of nearly a million government officials, each one of whom may be relied upon to vote as the Government wishes, through a well-grounded fear of dismissal, is itself sufficient to insure the triumph at the polls of a government candidate. So, altho the French citizen does not like how things are going, he simply bides his time and waits for a revolution. And a revolution usually comes. This has been the lesson of the history of France for the past hundred years. Parliamentary government is not in accord with the genius of French people."

REDUCING SUNDAY POSTAL WORK

THE organized postal clerks are making a strenuous effort to reduce or abolish their hours of labor on Sunday. Where the latter is not possible they ask for compensatory time on other days of the week so that they may enjoy the equivalent of one day of rest weekly. The Postmaster-General asserts that the department order is that "such work as is indispensable must be done on Sunday, but no more." He explains that "if the mails were permitted to accumulate for twenty-four hours there would be a congestion on Monday that the force could not expeditiously handle." *The Postal Record* (Washington) publishes a communication from Ernest A. Eggers, a carrier in the General Post-office, New York, setting forth the demands made upon the carriers of this city. Thus:

"In the City of New York, Boroughs of Manhattan and Bronx, more than 1,400 postal employees are engaged at various post-office duties on Sundays without receiving a compensatory day of rest for their Sunday labor. What may appear still more incredible is the fact that clerks and carriers absent on account of sickness lose a day's pay for every day absent, including the loss of a day's pay for every Sunday that may intervene during their sickness, notwithstanding the fact that other clerks or carriers are required to perform the duties of the absent one as well as their own without extra compensation, consequently the Government profits by the misfortune of its employees.

"Why should postal employees work more than six days per week? Could it be on account of the extra expense it might entail? Or could it be that the demands made upon the postal employees are of such a nature that to give them an off day out of every seven would prove a calamity and a menace to the nation's welfare? Or is it because their work is so easy and pleasant that a day of rest and recuperation is uncalled for?

"Can a satisfactory reason be given which would justify the Government of depriving its postal employees of a day of rest?

"Does not the law of God read: 'Six days shalt thou labor—and rest on the seventh'?

"Was not our Government established by the fathers upon the rule of equity and humanitarianism?

"Do not the employees of other branches in the government service enjoy a day of liberty and a day wherein they can worship their Creator according to the dictates of their conscience without being hindered or molested? If so, why not the postal employee?

"For, to deal fair and just with its employees, the Government ought to provide a day of rest after six of toil. Sunday, the day on which the least demands are made by the public on the postal service, ought to be designated as a rest day. However, when for the interest of the service an employee must work on Sunday a week day ought to be given him as a compensatory rest day."

Another communication from the same source deals with one phase of the "indispensable work" from the carrier's point of view:

"A steadily increasing number of business men avail themselves of the opportunity afforded by the postal service to obtain their mail on Sundays by calling at post-offices or their various branches. It gives them advantage of a whole day over competitors who neglect to call for their mail, and when this occurs fifty-two times in a year it can readily be seen that it is of inestimable gain to them. They can read and answer correspondence, fill orders, and prepare goods for shipment. In the case of small packages, they can be mailed and usually are received by the addressee on Monday morning.

"Hebrew business men are most conspicuous at the post-offices on Sundays, but not the orthodox Hebrew, as might be supposed, for they are usually content with what the mail carriers have left on Saturdays at their place of business through a slot in the closed door or in a letter-box provided for that purpose. Being strict observers of divinely appointed rest days, they believe all men should comply or substitute Sunday or some other day. Hebrew business men, who regard neither the law of Moses nor the custom of modern civilization and whose sole object in life is to succeed in business, are those who call. Two hundred letters per caller are not infrequent deliveries made to them, enough to keep them and a number of clerks busy all day Sunday.

"However, there are others not of the Hebrew race who call at the post-office on Sundays. They usually leave their homes drest in their best, ostensibly for church or a mere walk and return with their mail in their possession about the time church-goers do, and are busy in the afternoon or evening with their correspondence.

"Now, it has been argued that many of the letters delivered at the post-offices on Sundays relate to urgent domestic or social affairs and that it would be an injustice to deprive the addressees of opportunity to receive them. As a matter of fact, the postal service provides for the prompt delivery of important letters every day in the week, Sundays being not excepted, by carrier, when sufficient postage for special delivery has been paid, and the words 'Special Delivery' have been written on the face of the letter or when a special delivery stamp has been affixt, a service not equaled in any country and which ought to satisfy the demands of the public for Sunday mail delivery.

"Undoubtedly many of the Sunday-morning callers for mail would be pleased to see the post-office closed to the public on Sundays, for then they could rest content with the knowledge that their business rivals are unable to gain an advantage."

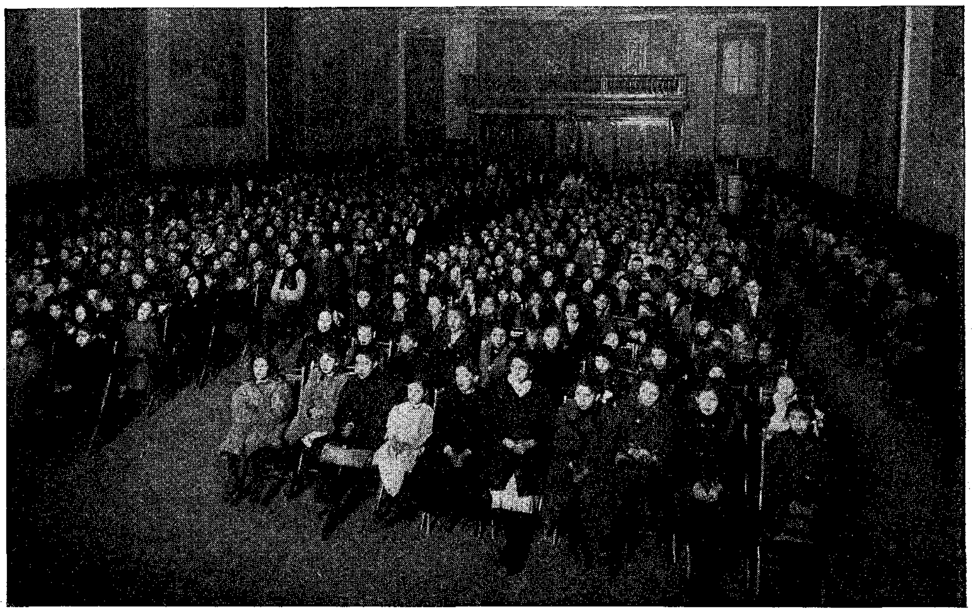
On March 24 Senator Lorimer, of Illinois, proposed an amendment to the Post-office Appropriation Bill aiming to "reduce the Sunday work of post-office clerks to the lowest possible minimum," and to give them compensatory time off during the month whenever Sunday work may be required of them. This is designed to go into effect after June 30. Of this *The Postal Record* speaks as follows:

"At a recent meeting of the Federal Council of the Churches of Christ in America, with a membership of 18,000,000 and a constituency of 40,000,000, a resolution was unanimously adopted providing for the relief from employment of one day in seven. We believe that it is a Christian obligation that each and every one of us owes to the other, the right of every man to have one day out of the seven for rest and recreation of body, soul, and mind, and that business should be so arranged that every employee may have one holiday in seven without diminution of wages. The exigencies of the postal service during certain periods of the year will probably not permit of compensatory time being allowed during the six working days following the Sunday that a clerk or carrier would be required to work, and for this reason the amendment allows a latitude of thirty days in order that the service might not be hampered.

"We trust that the Post-office Department officials will look with favor on the amendment of Senator Lorimer and make a favorable recommendation for its enactment into law, and if they do we feel that Congress in its wisdom will pass the measure before it adjourns."

JEWISH OBJECTION TO CHRISTIANIZING EFFORTS

MAYOR GAYNOR, of New York, has shown his opposition to efforts to Christianize the Jews by denying a license for street preaching to a clergyman of the Jewish Evangelical Society. Orthodox Jewish papers receive this announcement with entire approval, *The Modern View* (St. Louis) believing that "it will effectually end" what it calls "the pernicious activity" of the New York society devoted to Jewish evangelization. The Mayor's letter is as follows:



From "The Christian City," New York.

SATURDAY EVENING IN THE "CHURCH OF ALL NATIONS."

This is a Methodist service growing out of the free evening concerts in a large hall on the East Side, New York. The service is illustrated—hymns, lesson, and topic. Three-fourths of the attendants are Jews, and in this way many are induced to join the Christian Sunday-school, clubs and sewing classes.

"REVEREND AND DEAR SIR: It seems to me that this work of proselyting from other religions and sects is very often carried too far. Do you not think the Jews have a good religion? Have not the Christians appropriated the entire Jewish sacred Scriptures? Was not the New Testament also written entirely by Jews? Was not Jesus also born of the Jewish race, if I may speak of it with due reverence? Did not we Christians get much or the most of what we have from the Jews? Why should any one work so hard to proselyte the Jew? His pure belief in the one true living God comes down to us even from the twilight of fable, and is one of the unbroken lineages and traditions of the world. I do not think I should give you a license to preach for the conversion of the Jews in the streets in the thickly settled Jewish neighborhoods which you designate. Would you not annoy them and do more harm than good? How many Jews have you converted so far?"

The Modern View utters a comprehensive expression of gratitude in the name of "the Jewish people of New York, of the United States, and throughout the world," stating that they are "under a permanent obligation to Judge Gaynor for his outspoken statement." It adds:

"While the letter is in favor of the Jewish people, it must appeal to every earnest and conscientious non-Jewish person as not written with any thought other than of stating facts and conditions. Every line of Mayor Gaynor's letter is fact and fact only. It is this particular knowledge that the letter is truth from beginning to end, exprest by one not of Jewish faith, and of notable prominence in the public service, that must impress both high and low with its importance and significance.

"The letter should be brought to the attention of every man, woman, and child of the United States."

Jewish Comment (Baltimore) states that "the Jews have a right to look to the authorities for protection against a form of attack that is bitterly resented by the Jews, and that often leads to personal encounters, and occasionally to family disintegration." The Constitution is invoked as the basis of their right:

> "In America, where the Church is, by the Constitution, kept aloof from the state, the right of the missionary to pursue his calling at any cost should not, it seems, be recognized. Perhaps the Constitution is weakening on the religious point more than on any other, and great judges have imported religious ideas and pretensions into the laws of the land. They have asserted that Christianity has a preferred claim, as it were, and must be satisfied before any other belief comes unto its own."

The Christian Intelligencer (New York) asks, however, since when it is that the civil law has appointed the Mayor of New York City as "the theological censor of the religious forces of that community." The Mayor's letter, it thinks, seems to show that he is "laboring under the delusion that his personal convictions as to the character of certain religious enterprises should control his relations as a civil officer to them." It says further:

> "As a matter of fact it is a question whether his attitude does not come dangerously near encroaching upon the religious liberty of our citizens, which would seem to include not only liberty of worship but of expression, so long as such expression does not disturb the public peace and quiet. As a matter of fact the permission requested by Mr. Chalmers, the missionary in question, has been granted time and again to other preachers and workers and without harmful results. As to the propriety of proselytizing such Jews as are willing to be proselytized, even the Mayor must acknowledge, if he will look up his history, that the early Christian Church was to a large extent founded on converted Jews. It is certainly a pity that an official whose record has hitherto been so equable and fair, should lay himself open to even the suspicion of an attempt to make political capital out of an appeal to the religious prejudices of any class of our people."

DISOWNING THE APOSTLES' CREED

THE Center Congregational Church in New Haven, one of the former strongholds of orthodoxy, has from time to time in recent years sent out little electric shocks of liberalism. Not long ago, through its pastor emeritus, Dr. Newman Smyth, a general invitation was made to all churches to effect a simplification of creed so that all Christian people, Catholic and Protestant, might come together on a common basis. A position that reduces creedal subscription to a minimum has now been definitely taken up by the Center Church according to a New Haven dispatch printed in the Boston *Transcript* of April 20. This dispatch states that a "new confession of faith which drops the Apostles' Creed and requires no formal expression as to the divinity of Christ, has been adopted by the deacons and will be presented for adoption by the Center Church." Members hereafter, the dispatch proceeds to say, "will only have to pledge themselves to belief in a higher life and moral purposes." *The Congregationalist and Christian World* (Boston) states that this report has caused alarm among some Congregationalists, and it endeavors to present the true facts as they were furnished this journal by the pastor, Rev. Oscar E. Maurer. Thus:

> "The Center and Davenport churches having united it has been decided that the articles of religion of each will be kept as an expression of its historic faith. The union was consummated by a public service last Sunday. A new form for admission to membership will be substituted for the forms heretofore used. This form is still under advisement, is not yet completed, and has not been acted on by the church. The pastor says: 'All that is essential to the faith of a man who believes in God the Father Almighty, as revealed in the life and character of Jesus Christ, who desires to live the life of righteousness exemplified by Jesus Christ and who is willing to serve his fellow men, will be included. But a candidate for church-membership will not and ought not to be asked to assent to the dogmatic statements which are sometimes imposed as tests of fitness for admission into the Christian Church.'
>
> "The proposed Confession and Covenant are as follows:
>
> "'Dearly Beloved, you are here that before God and man you may enter into the fellowship and communion of the Church of Christ. You do truly repent of your sins. You aspire to the life of righteousness and heartily confess your belief in the character and will of God revealed in Jesus Christ. You consecrate yourself to God and your life to his service; and, trusting in his grace to confirm and strengthen you in all goodness, you will strive to do his holy will, and to live with your fellow men in the truth and peace of our Lord Jesus Christ. Do you now make this confession?
>
> "'And you do now, all of you, cordially join yourselves to this Church of Christ, and you promise, in the strength of God's spirit, to walk with it in the ordinances of the gospel, and to pray and labor for its increase, purity, and peace. Do you now take upon yourselves this covenant?'
>
> "In our judgment this proposed action is in entire harmony with historic Congregationalism. It has been already taken in substance by a number of our prominent churches. It is a timely step in opening the way for some active and earnest Christian men and women who have found their entrance into church fellowship hindered by the requirement of their assent to specific dogmatic statements concerning which the members themselves are not agreed."

Zion's Herald (Methodist, Boston) quotes the press dispatch about the relinquishment of the Apostles' Creed and declares the step to be "the most amazing and deplorable church event that has occurred in New England in our day." It is an event, so this Methodist journal believes, that is "clearly symptomatic of a woful trend—known to all who study and apprehend the peculiar conditions in our borders—and affects harmfully every evangelical body." The change from the old to the new is viewed by *Zion's Herald* as "a transformation from a Christian church to a club." It proceeds:

> "It takes many years to thus degenerate and loosen the strong bands of 'Puritan orthodoxy,' and reach a point where 'the old confession of faith will be spread upon the records of the church as a historical relic.' What would the fathers of this church have said fifty or one hundred years ago if, after an observance of the sacrament of the Lord's Supper, the partakers, who believed in the remission of sins through the shed blood of a divine Savior, had been told: 'You are a good folk, but you have been deluded. Jesus was not divine. There is no sin, nor is there need of a Savior or of repentance. The day will come when you will abandon all these notions and Christian sacraments, and form yourselves into a club which believes "in a higher life and moral purposes"'? What would the fathers and mothers of that Christian Israel have said to such an announcement? They would have called it blasphemy or the ravings of a lunatic. Something of the dangerous distance traveled between the old and the new order of that church is seen in the fact that the announcement of such a revolutionary change is made as if there was nothing strange or lamentable about it."

"Toning the Church down to the people has never worked," declares this journal. And the main reason is that "the people do not want a 'non-theological' Church." Further:

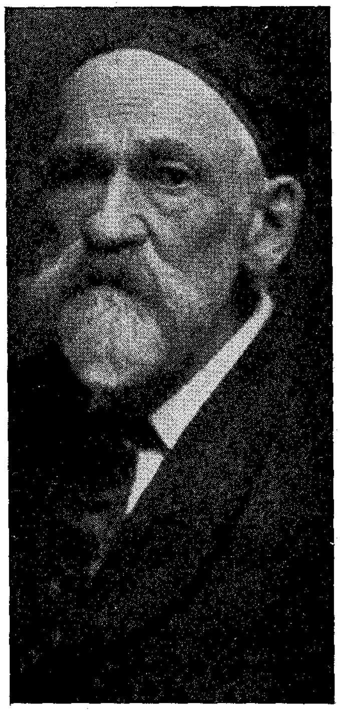
> "They do not want a religion without mystery, without the revelation of great fundamental verities concerning God and a way of salvation from sin. That noted theologian and Christ-man, the late Dean J. E. Latimer, of the School of Theology of Boston University, used to say, as his own best confession of a theological faith: 'I must have a sacrifice for sin that reaches clear up to the heart of God, the Father'; and that aspiration of Dr. Latimer, that profound human sigh, is the cry of men's hearts the world over. That is why Jesus Christ, one with the Father, God manifest in the flesh, 'God of very God,' dying upon the cross, becomes the world's atoning Savior; and sinful men believe it, are pardoned, and enter into the joys of conscious forgiveness and salvation. There is no substitution for this supreme, fundamental truth, nor will mankind accept any other way of salvation."

The Catholic New York *Freeman's Journal* looks upon this event as another evidence of the disintegration of Protestantism. "The discarding of the Apostles' Creed," it adds, "is only one of the many instances that could be adduced to prove that the Protestant sects have drifted far from their Christian moorings."

LETTERS AND ART

J. Q. A. WARD'S AMERICANISM

UNLIKE most of our sculptors, J. Q. A. Ward did all his work in this country, and for this reason he is commonly estimated as essentially American. "American he certainly was," says the New York *Times*, "by ancestry, training, instinct, and adaptation to the conditions of our national existence." In another sense also he merits the description, since his work, the most important of it, is devoted to the commemoration of our great men. His "Indian Hunter," now in Central Park, New York, it is pointed out, may suffer in comparison with some of the Indian figures sculptured by our younger men. But this work was executed forty years ago, when American sculptors, under the lead of Hiram Powers, drew their inspiration entirely from the antique. Ward himself naturally turned to these sources also; but before doing the Indian figure he went West to observe his models first-hand, and the result was regarded as "a notable and daring innovation in art." Mr. Ward's death at the age of eighty occurred in New York on May 1. He was born in Urbana, Ohio, and, says the writer of a sketch in the New York *Evening Post*, he "does not appear to have inherited an artistic taste, but from his earliest childhood he modeled horses and other animals, and men on horseback in clay, and this being foreign to the inhabitants of Urbana, he was known among them as 'Ward's queer boy.'" We read further:



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J. Q. A. WARD,

An American sculptor who has contributed much to American history recorded in stone. Reproductions of his work appear on the following pages.

"It was not until he was fifteen years old that he saw a piece of sculpture at Cincinnati—a statue by Hiram Powers. This increased his desire to become a sculptor, but his parents, strict Presbyterians, threw cold water on anything so foolish.

"But the enthusiastic boy had a sympathetic sister living in Brooklyn. She paid a visit to her old home and found him deprest in spirits, so she took him to her home for change of scene, and introduced him to Henry Kirke Brown, a well-known New York sculptor. Mr. Brown asked him for a specimen of his work. Young Ward modeled a copy of the Venus de Medici, and was accepted as a pupil.

"While Mr. Brown was engaged on the equestrian statue of George Washington, now in Union Square, his workmen struck for higher wages. Ward advised his master to discharge them, saying that he and Mr. Brown could complete the work by themselves, and so they did. The Washington was the first bronze statue cast in this country.

"Ward remained in Brown's studio for six years, and then turned out 'The Indian Hunter.' Curiously enough, the man on whose statuette Mr. Ward was engaged at the time of his death had been one of the first to recognize the young sculptor's talent. Ward had built a studio for himself in West Forty-ninth Street. His Indian was being exhibited on lower Broadway. August Belmont appeared at the studio, told the sculptor how interested he was in the work, and gave him an order for a statue of Commodore Perry. After that Mr. Ward was never without a commission. In 1867 he presented his model of Shakespeare to Central Park, and in the same year 'The Indian Hunter' and 'The Freedman,' now on the steps of the Capitol at Washington, were exhibited in the Paris Salon. Jarves described it thus: 'A naked slave has burst his shackles, and with uplifted face thanks God for freedom. It symbolizes the African race of America, the birth of a new people within the ranks of Christian civilization. We have seen nothing in our sculpture more soul-lifting or more comprehensively eloquent.'"

Boston has three of Mr. Ward's other "idealistic" works, "The Pilgrim," "The Seventh Regiment Citizen Soldier," and the "Good Samaritan." His historical works are:

"The noble 'Washington,' in front of the Sub-Treasury on Wall Street; the 'Gen. Israel Putnam' at Hartford, the 'Commodore Perry' at Newport, the 'General Hancock' in Philadelphia, the 'Horace Greeley' in front of the *Tribune* building, the 'Henry Ward Beecher' in front of the Borough Hall in Brooklyn, the 'General Morgan' at Spartansburg, and the 'Garfield,' in Washington. The equestrian statue of Hancock created much attention at the time, for the sculptor made the horse a living animal, and in 1892 Mr. Ward was commissioned by the Society of the Army of the Cumberland to make a statue of General Sheridan. The first model did not please him, altho the members of the society were satisfied with it, and he destroyed it. Later models did not satisfy the widow of General Sheridan. When she rejected the sixth, notwithstanding its acceptance by the society, Mr. Ward said that his contract was with the Army of the Cumberland and not with Mrs. Sheridan, who was allowed to see the model out of courtesy. He therefore brought suit against the society to recover $32,000. He lost his suit. The model is in the Metropolitan Museum.

"Mr. Ward, with Daniel C. French, executed the pediments on the New York Stock Exchange."

Critics have said that "his equestrian statues will prove his title to lasting fame more than his other creations." Upon this point *The Times* observes:

"Certainly his horses are marvels of characterization. He knew and loved and lived with the noble animals as he did with his fellow men, and, perhaps, with fewer temptations to criticize and distrust. He was an ardent rider as well as student, and he wrought into the splendid creatures he portrayed the penetrating sympathy of intimate acquaintance. But his knowledge of men, his cool and independent yet serious appreciation of their qualities of mind and soul and form, made some of his statues deeply satisfying to his own generation and likely, so far as contemporaneous judgment can be trusted, to last. It would be strange indeed if the 'Washington,' with its lofty dignity, its pure calm, its air of modest, unconscious, but imposing authority, did not remain for our children's children the embodiment of the ideal citizen it commemorates."

CANADA READING YANKEE LITERATURE—Commerce follows the book instead of the flag into Canada, so our Consul Deedmeyer, of Charlottestown, tells us. Indeed, he regards American literature as "the most potent promoter of American trade in Canada," saying, at the same time, that the people of the Dominion prefer books, magazines, and papers of the United States to those of England. The sale and circulation of American periodicals and magazines in Canada have increased from $225,154 import valuation in 1905, to $641,483 in 1909. Mr. Deedmeyer reports that:

"In the fiscal year 1909 the Dominion imported books, periodicals, maps, pamphlets, and other printed matter to the value of $3,493,019. Out of this $2,536,553 worth came from the United States. This includes much that is not literature, such as posters and other advertising-matter, commercial blanks, labels, shipping-tags, etc. An analysis of the table shows imports of $1,922,838 worth of books, pamphlets, and periodicals, or parts thereof, bound or unbound, with $1,207,997 worth American, $551,472 British, and the remainder from France, Germany, and elsewhere. The United States leads in text-books and scientific works, as well as in general literature, the figures in that class standing $269,529 for American books and $105,012 for British. England leads in Bibles and prayer-books by $12,829 in a total importation of $234,820.

J. Q A WARD IN HIS STUDIO.

At work on the model of the quadriga that crowned the beautiful Dewey Arch, temporarily erected in New York.

The British magazines with their essays and reviews are read by hundreds of Canadians, but the American periodicals with their stories and pictures and advertisements and their endless variety of matter are read by thousands. The modern American novels outsell their British rivals."

"While Mr. Deedmeyer's opinion that these publications are 'the most potent promoters of trade in Canada,' presumably through their advertising pages, is probably an overestimate of their value in trade expansion," observes the New York *Sun*, "it is not to be questioned that they do play an important part in the Canadian demand for American merchandise."

"TWO FRONTIERSMEN"

MARK TWAIN and Henry James, mentioned in the same breath, suggest an odd copartnership. It is a partnership in greatness, hardly in anything else; for, according to a writer in *The Nation* (New York), they are the two candidates which the future historian of literature will have to consider in awarding the palm of eminence to the chief figure in American letters at the end of the nineteenth century. Viewed in other lights they are as contrary as the Poles. "Mark Twain and Henry James have apparently gone as far as it is possible to go in diametrically opposite directions." But their talents meet at one point, and that is in the respect that they are "essentially frontiersmen." "Mark Twain is the chronicler *par excellence* of the palpable frontier of robust America; Henry James is the scrupulous analyst of that spiritual frontier which unrobust and nostalgic America established in the old country." Sooner or later, so this writer thinks, "sociologists will take account of a significant reciprocal movement," which he goes on to suggest in these terms:

"Just as America has attracted the alert, muscular, and hopeful hordes of Europe who seek material prosperity, so Europe has obsessed the gentler, more discursive, and brooding imaginations of a certain type of Americans. It is easy to dismiss them, once for all, as bad Americans. A careful reading of Henry James's novels would prompt a more pitying judgment. Through their lack of simplicity and of instructive energy these people are aliens in their own land. They long for certain fruits of leisure and joys of reflection that it supplies in rather short measure. They are opprest by the sense of a relentless activity the value of which they are forced to question. Whether they go to Europe or stay they are in a manner outlanders, and where they settle in numbers there is a spiritual frontier.

"It is needless to say that Henry James is their prophet. That he is their advocate, it would be hazardous to assert. With them he shares the habit of suspending judgment, in favor of simple observation. Their minds and his are possibly never made up. A kindred destiny forces them to seek a lodging-place amid the graceful forms and complicated allurements of relatively finished civilizations."

On the other hand, "the characteristic of Mark Twain's people is that their minds are made up on all the main issues":

"They laugh at themselves and their neighbors, but they never ask the paralyzing question *cui bono?* For them anything and everything is worth while. Their extreme exemplar is the Yankee at King Arthur's Court. It never occurs to them to see the other side. Why is 'Innocents Abroad' an infinitely diverting book? Partly, we think, because the innocents are so supremely unconscious of the fact that the gods are laughing not with them, but at them. No other writer has created so many forthright efficient persons; no one so fully grasped the stalwart *insouciance* which is the very genius of outward America.

THE INDIAN HUNTER.

Ward's statue which stands in Central Park, New York. It shows the classical influence seen in all our statuary of the last mid-century.

"How exterior Mark Twain was, it is difficult to imagine. It was at once his superiority and his limitation. One may say that the philosopher in the man almost never slopped over into his books. His concern was with action, and it is significant that when he essayed what he probably regarded as higher flights, not the novel, but sheer romance was the result—'Joan of Arc.' He is akin to the great impersonal geniuses who have made the picaresque tale classic—the Le Sages, the Defoes, the Smolletts. His manner grew inevitably out of his matter. It was plain, forceful, with the effective, inelegant flexibility of life itself. In a high degree, he was creative. He set forth in flesh and blood pretty much all that Whitman intimated in nebulous and rhythmical metaphysic. A great figure who knew his bent and followed it to culmination with instinctive and unperturbed consistency."

At the same time, "an equal fidelity to his vision distinguishes Henry James." "If Mark Twain has stretched his muscles and spent his sympathy from the Mississippi to the Sierras, Henry James has no less lived strenuously through the more somber spiritual adventure of the American in Europe." We read further:

STATUE OF HENRY WARD BEECHER,

Which stands in front of Borough Hall, Brooklyn. One of J. Q. A. Ward's important works.

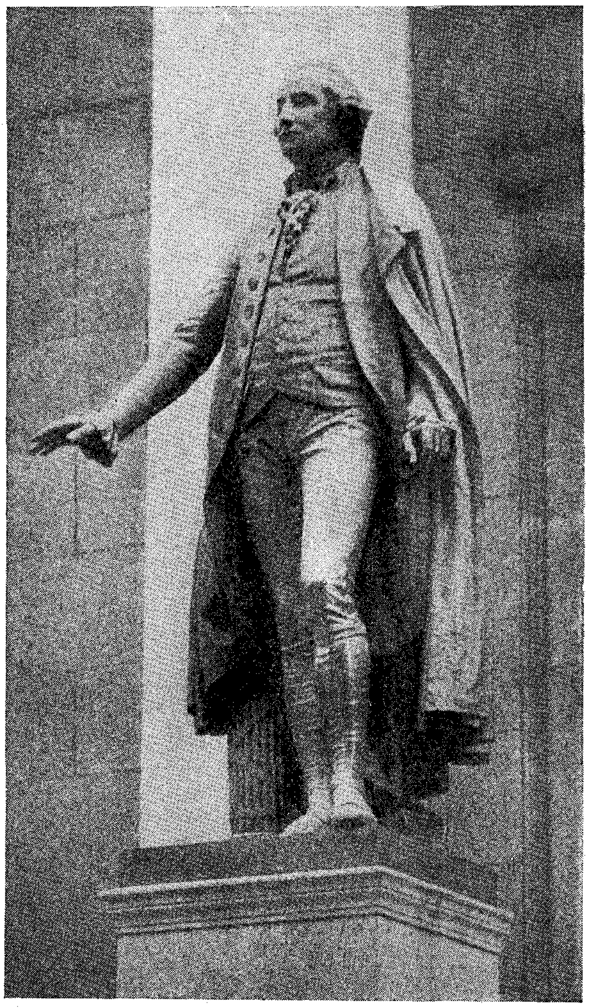
"Being complicated, he has disdained to make it simpler than it is. Every phase of the soul yearning for orderliness amid the tumult of mere deeds—all the pathos of the temperament vainly seeking congenial forms—he has fathomed and exemplified. Is Europe a home, a casual inspiration, a mere narcotic? Such problems he never settles. Enough that it draws those pioneers who at home find no space for dreams. As Mark Twain was predestined to be a clear writer, Henry James was fated to be a difficult and obscure one. Mark Twain's material has bounds—is as apparent as a pack-train on a sky-line. Henry James's material leads him to deeper mental involutions, border-line stuff, where the landmarks are matter of conjecture.

"Of these two great writers whose stars have led them to antipodal frontiers, which will the future choose? We are not in a position to answer. Possibly the future will perceive the value of Mark Twain's four-square pioneers; whereas, when America has absorbed her nostalgics, Henry James's people may look like odd and incredible figments. We rather think that some place may be found for them beside other exemplars of disillusion—Pater's *Marius* and Byron's melancholy *Childe*. And obviously the ultimate preference will depend largely upon whether the choice is by life or by art. On either score, Mark Twain's chances seem pretty good, while the fate of Mr. James's delicate art seems to be involved in the hesitancy that afflicts his own heroes."

JACK LONDON NOT LAMBLIKE

If Mark Twain and Henry James form an "odd copartnership," Jack London and Charles Lamb are a positive antinomy. London himself, it seems, forces the contrast by putting forth a volume of "Essays." Incidentally the act shows us, according to Mr. Francis Hackett, the distance we have traveled in our conception of the essay since the days of Lamb. If we accept Jack London's new writings as essays then we must let a "sociological pronouncement" stand in the same literary category as "a graceful discussion of behavior or taste." There is in this new essay form "no gossipy quality." "It does not share the intimate and unpretentious character of tête-à-tête," observes Mr. Hackett. "It is from the platform, not from the armchair, and if the author talks in his own name it is only to give the hurried reader of the periodicals a focal point in essentially public considerations." Mr. Hackett, who conducts the admirable weekly literary review of the Chicago *Evening Post*, does not, in dealing with London, bemoan the passing of the style of Lamb. Those who have kept on refining upon the older way, so he says, "have tended to reduce the politeness of Addison to inanity, and the clever comedy of Lamb to a mincing criticism of common life." He carries the statement of differences a little farther:

"It is for no academic reason that I dwell on the difference between Jack London's idea of an essay and Charles Lamb's. In the contrast is the contrast of two civilizations. Charles Lamb was a humanist, a student of human nature, a man who took life as a comedy and cared a great deal about what one might call our spiritual style. Jack London doesn't care a whoop for spiritual style. Lamb was essentially a mollycoddle, in Professor Dickinson's amusing definition, and Jack London affects to be a



THE WASHINGTON STATUE,

Which adorns the steps of the Sub-Treasury in Wall Street. Regarded as one of Ward's "noblest" works.

> red-blood. Unlike Lamb, he does not consider life a comedy in the least. He considers it a very earnest and passionate affair in which he, as a Socialist, has seen the light, and into his essays he puts the rage of his convictions, the vehemence of his experience, and the certitude of his youth.
>
> "It is because Jack London is so sincerely himself that this scrap-book of magazine articles has an absorbing interest. That he has given it the title of 'Revolution' because of the first essay is delightfully in character. For Jack London this essay is drenched in the reddest of red blood. When he wrote it I have no doubt in the world that he heard the social structure give an ominous crackle. 'The imposing edifice of society above my head holds no delights for me,' he says with frank severity. 'It is the foundation of the edifice that interests me. There I am content to labor, crowbar in hand, shoulder to shoulder with intellectuals, idealists, and class-conscious workingmen, getting a solid pry now and again and setting the whole edifice rocking. Some day, when we get a few more hands and crowbars to work, we'll topple it over, along with all its rotten life and unburied dead, its monstrous selfishness and sodden materialism.' So Jack London figures himself, doughty and dangerous. But it is no pessimism that leads him to adopt the crowbar. 'I retain my belief in the nobility and excellence of the human.' He fights with the crowbar, and writes with the crowbar, because he is sick of the bourgeoisie and believes that the only way to cure is to kill them."

FRANCIS HACKETT,

Literary editor of the Chicago *Evening Post.* who thinks Jack London shows us how far we have traveled from Charles Lamb in the matter of literary style.

The only man who should indict human nature, thinks Mr. Hackett, "is the man without imagination or the man with a single idea." "Thomas à Kempis, mesmerized by his ideal, was safe in his awful prostration of self because whenever he lifted his eyes he beheld anew the admonishing image he had created of his Savior." On the other hand, according to Mr. Hackett, "Mr. London, a volatile person susceptible to all kinds of impressions, is at a great disadvantage when it comes to morals and moralizing." He goes on to show us why he thinks so:

> "To convince us that he is profound as well as earnest, he should hire a patient editor to remove every one of his frequent lapses into autobiography and candor. It is true that a drunken man may argue validly for total abstinence. Given the slightest provocation, he will often do so. But in a tract on prohibition there should be as little praise of cocktails as possible. The trouble with Jack London is that he recommends the abstinence habit to capitalists, and even prescribes a revolution, while he confesses with no little unction himself that he enjoys the finest vintages of private property.
>
> "A most amusing instance of this may be found in his essay on 'The Golden Poppy.' Mr. London is at pains to point out that 90 per cent. of the crimes against society are crimes against private property. Also he points out that the capitalist class has failed because it was blind and greedy. It 'prattles sweet ideals and dear moralities.' It is 'fat with power and possession, drunken with success, and made soft by surfeit and by cessation of struggle.' And the blackness of capitalism is all the more startling in view of the whiteness of Socialism. 'The capitalist class offers nothing that is clean, noble, and alive. The revolutionists offer everything that is clean, noble, and alive. They offer service, unselfishness, sacrifice, martyrdom—the things that sting awake the imagination of the people. . . .' And then, with eyes cast down, Jack modestly avows: 'I am a revolutionist.' Little Jack Horner!
>
> "It is when you are fully convinced that Mr. London is all for service, unselfishness, sacrifice, and martyrdom that you are ready to read about his poppies. The essay begins: 'I have a poppy-field.' That is, 'certain proprietary rights in a poppy-field.' Rights of private property. A sign-board on the field saying 'Private Grounds; No Trepassing' is at once removed by the Socialist owner. But soon the presumptuous mob begins to invade the poppy-field. Up goes the warning to trespassers. A tall girl is beheld taking the poppies. 'I walked down the drive and talked ethically to her, and she went away. Then I put up more signs.' Others come, pillagers of every age and both sexes. The policy of service, unselfishness, sacrifice, and martyrdom is abandoned; the poppies are defended with a shotgun. 'I have become more brusk in my treatment of the predatory city folk,' confesses the advocate of sacrifice and martyrdom.
>
> "It seems from this that the person to whom the revolutionists offer service and unselfishness is the other person. These grand stinging qualities that Mr. London speaks of are qualities with which, in the slang of the day, the capitalist class is 'stung.'"

MR. ROOSEVELT ON DR. ELIOT'S LIST

COLONEL ROOSEVELT and Dr. Charles W. Eliot have been forced into a sort of competition as the selectors of "best books," altho the ex-President protests that his "pig-skin library" doesn't aim at any such ideal and represents only the particular books he happened to want to read on his African trip. Another journey into the world might see him accompanied with an entirely different collection. While making these confidences in *The Outlook* (April 30) Mr. Roosevelt takes occasion to give his opinion of the Eliot list. In the first place he thinks "it slightly absurd to compare any list of good books with any other list of good books in the sense of saying that one list is 'better' or 'worse' than another." There is no such thing, we see it declared, Sir John Lubbock to the contrary notwithstanding, "as *the* hundred best books, or *the* best five-foot library, but there can be drawn up a very large number of lists, each of which shall contain *a* hundred good books or fill *a* good five-foot library." Further:

> "This is, I am sure, all that Mr. Eliot has tried to do. His is in most respects an excellent list, but it is of course in no sense a list of the best books for all people, or for all places and times. The question is largely one of the personal equation. Some of the books which Mr. Eliot includes I would not put in a five-foot library, nor yet in a fifty-foot library; and he includes various good books which are at least no better than many thousands (I speak literally) which he leaves out. This is of no consequence so long as it is frankly conceded that any such list must represent only the individual's personal preferences, that it is merely a list of *good* books, and that there can be no such thing as a list of the *best* books. It would be useless even to attempt to make a list with such pretensions unless the library were to extend to many thousand volumes, for there are many voluminous writers, most of whose writings no educated man ought to be willing to spare. For instance, Mr. Eliot evidently does not care for history; at least he includes no historians as such. Now, personally, I would not include, as Mr. Eliot does, third- or fourth-rate plays, such as those of Dryden, Shelley, Browning, and Byron (whose greatness as poets does not rest on such an exceedingly slender foundation as these dramas supply), and at the same time completely omit Gibbon and Thucydides, or even Xenophon and Napier. Macaulay and Scott are practically omitted from Mr. Eliot's list; they are the two nineteenth-century authors that I should most regret to lose. Mr. Eliot includes the 'Æneid' and leaves out the 'Iliad'; to my mind this is like including Pope and leaving out Shakespeare. In the same way, Emerson's 'English Traits' is included and Holmes's 'Autocrat' excluded—an incomprehensible choice from my standpoint. So with the poets and novelists. It is a mere matter of personal taste whether one prefers giving a separate volume to Burns or to Wordsworth or to Browning; it certainly represents no principle of selection."

A TOUR OF EUROPE FOR $500

LEE MERIWETHER will be recalled to middle-aged readers as a pioneer in tramp trips abroad. His book on the subject, published twenty-five years ago, gave, in detail, the means by which he was able to see Europe on fifty cents a day. Since that time, Mr. Meriwether has settled down to the practise of law. Among his vacation trips in later years have been two in motor-cars over long distances in this country. One took him from Missouri to Maine, the other from Atlantic City to Mount Washington.

In spite of his total ignorance of cars and of mechanical things in general when he began motoring, his experience on these trips taught him that he could tour through Europe. He was deterred for a time by thought of the expense, but eventually undertook a trip. The result, as he describes it in *Motor*, was that, while he could not see Europe in a car on fifty cents a day, the trip proved to be "not nearly as costly as is commonly supposed." Mr. Meriwether made the trip in his own car and covered about 5,000 miles. Of course, he eliminated the chauffeur, partly because of the expense for his salary, partly because of the saving he could effect in the purchase of supplies at lower rates than through chauffeurs, who constantly exact commissions. Friends had told him that motoring abroad with chauffeurs might involve an expense of $800 a month or even more, provided things went wrong and repairs were needed.

At the very start, Mr. Meriwether effected a substantial saving. The cost of shipping his car from New York to Havre had been quoted as $201.20, this to include the boxing, crating, freight, etc. But he was able to reduce this amount to $113.16. Before leaving home he considered the problem as to whether it would be better to take his own car or rent one in Europe. His experience was that a rented machine is better, provided the trip is confined to one country and does not last longer than two or three weeks. But for a more general and prolonged trip, "it is more enjoyable, as well as more economical, to take your own car." He says, on this point, in detail:

"The man who rents a car must be content with such a machine as he finds for hire, be it good, bad, or indifferent, and he must accept many limitations and restrictions. The rental cost of the cheapest automobile is $20 a day; a good car costs $25 to $35 a day, and if you travel in a day more than a certain distance, usually sixty-five miles, an extra charge per kilometer must be paid—at best an expensive arrangement. But just how expensive you won't know till the trip is ended and you learn if a lawsuit is necessary to settle the differences which will arise between what you think you owe and what the chauffeur demands. Such disputes do not arise if you take your own car; and if your trip lasts thirty days or more, the big expense of boxing and shipping across the ocean will be spread thinly over so many days as to make the daily average reasonably low. We landed in Havre July 12 and sailed from Naples October 19, exactly one hundred days, during which we motored 5,018 miles. Had we rented even the cheapest car it would have cost $20 a day, $2,000 for the hundred days, to which at least ten days more would be added to allow of its return to the starting-point in France.

"How does this minimum cost of $2,200 for a rented machine compare with the cost of taking your own car abroad? The amount spent on our car, from the moment it was taken to the carpenter's in New York to be boxed to the moment after its return from Europe when it was delivered to me on the pier in New York ready to be driven away, was $528.67. This covered boxing, ocean freight both ways, repairs, tires—everything except depreciation. As far as we could see our motor ran as sweetly and as smoothly that last day at Naples as it did the day it was newly bought at the factory. But, even if we allow 50 per cent. for depreciation, the balance is still in favor of taking one's own car as against renting one abroad. Our car cost new $1,750; 50 per cent. thereof is $875, which, added to the $528.67, makes a total of $1,403.67—$800 less than would have been the rental cost of even a second-rate machine. But while at a forced sale our automobile might not bring more than half what we paid for it, to *us* it is almost as good as new; moreover, consider the joy of driving! If sitting at the wheel be to you no joy, then accept it as gospel that you are not cut out for a motorist; any long trip would bore you. As for us, even were it cheaper to rent an automobile we would not do it knowing that that would mean the constant company of a paid man who alone would be permitted to do the driving. But, as shown above, for an extended trip it is not cheaper to rent. It is much more expensive."

MOTOR-CAR IN USE AS AN ITINERANT FRUIT-STAND.

Mr. Meriwether gives an itemized statement of the expenses incurred, as follows:

Havre to Naples, via Germany, Switzerland, etc., 5,018 miles, July 12 to October 19, 100 days.

(The franc reckoned at 19½ cents, the mark at 24 cents.)

Gasoline, 381 gallons	$129.62
Cylinder oil, 9 gallons	7.39
Heavy oil, 1½ gallons	1.22
Cup-grease, 3¼ lbs.	.55
Repairing brakes which were burned in descending Swiss passes	9.56
Renewing two rear tires, with "Antiskids," size 32" x 4", 190 francs each	74.10
Renewing two front tires, same size, 137.25 francs each	53.53
Garage, storing of car, 91 francs	17.75
Garage, washing of car	1.76
Total "going" expenses, 1,515 francs	$295.48
Cost of shipping, New York to New York, via Havre and Naples	234.80
Total cost	$530.28

Average cost per day, $5.30; per e, 10.56 cents.

Average number of miles per gallon of gasoline, 13.17.

Commonly in France, and frequently in other countries, he found hotels that would care for his car without charge. When any charge was made, it was not more than two or three francs per day. This explains why his garage bill for the entire one hundred days was only $17.75. His bill for washing the car was small, because the car was seldom washed. He did not find washing necessary, because the car was in constant use, and after cleaning would soon become dusty again. Gasoline was to be found everywhere, even in peasants' homes. The price was high, an average of thirty-four cents per gallon, but this was less than friends had told him it would be. The gasoline charge he itemizes as follows:

France,	184	gallons,	$60.27	(32.70 cts. per gal.)
Germany,	73	"	24.14	(33.06 " " ")
Switzerland,	60	"	18.88	(31.46 " " ")
Italy,	64	"	26.35	(41.17 " " ")
Totals,	381	"	$129.64	(34. " " ")

His favorable showing, Mr. Meriwether admits, is in part due to freedom from mishaps to the car. This may in part have been due to luck, but he thinks it more likely the result of wise choice in the car. He knows "some tourists, whose cars cost three times as much as our modest two-seated roadster, who had three times as much trouble." One American, with a car that cost him $4,200, had very serious difficulties. These were due probably to the chauffeur (as so many difficulties are), "but with a big car a chauffeur is a necessity." Mr. Meriwether would not undertake to tour Europe in a big car when acting as chauffeur. His own machine "was so simple, was so near fool-proof, that during the whole trip it never once got out of order; not even a bolt had to be tightened or a screw turned." Safety lies largely in "common-sense driving" and in having "a simple, well-built machine." He describes his car as follows:

"Our car was a two-seated, four-cylinder, 28 horse-power roadster; in the rear was a folding seat, which on occasion could comfortably accommodate two persons, but with two exceptions (in Paris and in Lausanne, where we had friends who joined us on short excursions) the rear seat was not used. It was folded down, leaving in the rear a spacious deck upon which was bolted a large trunk made to special order. When unlocked the rear end of the trunk opened downward exposing to view three drawers which slide in and out like the drawers of a bureau. It was never necessary to take the trunk into a hotel; on reaching the end of a day's run the particular drawer desired was taken out of the trunk and sent to our rooms. Each drawer was eight inches deep, thirty inches long, and twenty-two inches wide—much larger than the largest suit case, consequently we were not stinted for space. A tire-trunk on the right running-board carried the wraps and inner tubes; on the left running-board was strapped a light, roomy fiber box with a telescope top which, when raised to the limit, gave the box a depth of eighteen inches."

CARS IN NEW YORK STATE

It appears from the records of the Secretary of State of New York, that on May 3, 100,500 automobiles had been registered, the number of licensed chauffeurs being 57,000. The daily average of applicants for licenses to cars has been about 250. An estimate, made by the State Department, is that in recent weeks the investment in cars in this State each week has exceeded $1,500,000. The number of cars now owned in the State is in excess of the number owned in any other State in the Union, and larger than the number owned in all the New England States. "Not only the millionaire," says the Secretary of State, "is buying automobiles, but the poor man, too." There is great demand for "the poor man's car." It exists in all parts of the State, but is particularly active in rural districts.

THE GLIDDEN TOUR

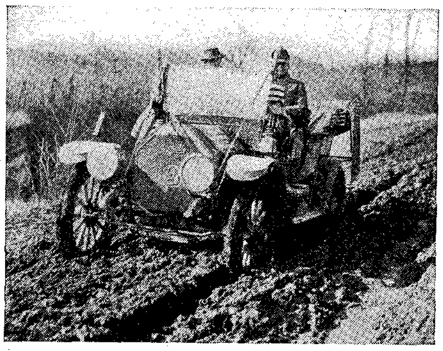
Reports from the pathfinders for the Glidden Tour of 1910 to latest dates contain some interesting items. On April 25, they were at Paris, Texas, and about to leave for Dallas. Thence they were going to Fort Worth and Oklahoma, whence they were to proceed to Chicago, taking in Omaha. After the report of the pathfinders has been made, the route will be definitely fixt. It is known however, that Texas will be included in it. Minor changes only will be made, based on hotel accommodations and the condition of roads during the summer. The general scheme, already agreed upon, is to make the automobile better known to people in the Southwest and at the same time to make the Southwest known to those interested in motoring. Some of the experiences encountered by the pathfinders are described in the New York *Evening Post* as follows:

"During the last week the pathfinding party had probably more difficulties to contend with than any pathfinders of previous Glidden tours. Starting from Cincinnati on April 12, they ran into a double storm, which came out of the Alleghany Mountains and swept across the southwestern part of the country. No sooner were they out of this deluge than they ranin to another storm, which came up from the Gulf of Mexico, and during the last week they have done nothing but search the river banks to Mississippi and Arkansas for fording-places and bridges which had disappeared with the rising of the streams in that district. After leaving Memphis, Tenn., April 20, they found excellent roads all the way to Helena, Ark., to which point they were accompanied by a delegation of motorists, who journeyed all the way to Memphis to meet them and pilot them across the State line.

"From Helena, Ark., to Little Rock, Ark., they found a long day's run. With its détours included, the distance was more than one hundred and seventy-five miles. On what is called the Grand Prairie, east of Little Rock, the Chalmers' '30,' loaded with four heavy passengers, and baggage, found it easy to reel off forty miles an hour. At Dalesville, Ark., the party saw three hundred convicts employed in the preparation of a special road for the tourists. While all the roads will be passable in the month of June, Mr. Lewis, the official pathfinder, is urging the county officials of the various counties through which he passes, to make as many repairs as possible, in order to make a good impression upon the several hundred tourists, who will visit their country for the first time in June. Between Dalesville and Texarkana, Ark., the pathfinders crossed the Red River bottom lands, and had some more hair-raising experiences with the excited little streams, which seized their car and tossed it around as tho it were a rowboat; but, thanks to the expert driving of 'Joe' Gardham of the Chalmers factory, the car reached Texarkana little the worse for its hard battle with the mud and rain."

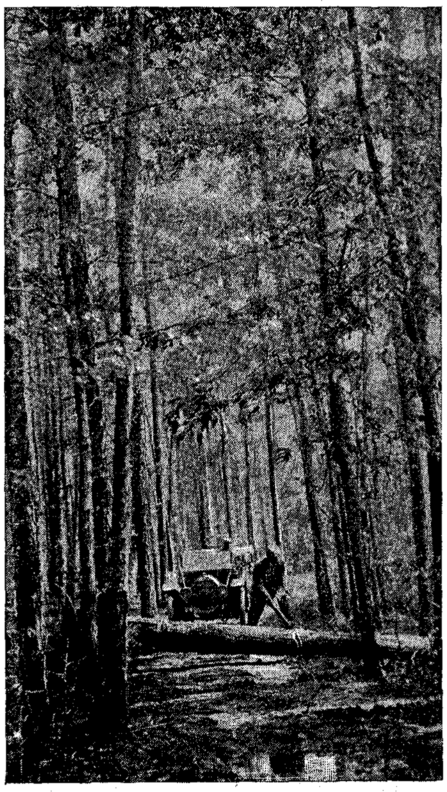
PERMANENCE OF THE INDUSTRY

Amid the present extraordinary development of the motor-car industry, thoughtful observers are raising questions as to how long conditions may be expected to last. There seems to be no doubt anywhere that the car itself, as a vehicle of utility for transportation, has come to stay. There remains, however, the question whether the industry of making new cars and new machinery for making cars will long continue in its present prosperous condition. It is reasoned by a writer in *Machinery* that, "after the existing and projected automobile works are equipped, we shall have some let-up in the demand for machine tools for that purpose." The writer believes, however, that the skill of the mechanic will be able "to develop the industry gradually and conservatively until it becomes as safe and permanent as any other."



By Courtesy of "Motor."

ONE OF THE ROADS TRAVERSED BY THE GLIDDEN PATHFINDERS.



GLIDDEN PATHFINDERS CUTTING AWAY AN OBSTRUCTION IN THE ROAD.

There are many manufacturers of machine tools and supplies who now sell from fifty to one hundred per cent. of their product to the motor-car trade. Not a few of these men, having in mind the suddenness with which the bicycle trade dropt off several years ago, have feared that similar results might come with motor-cars. The writer in *Machinery*, however, points out, as have many persons before, that the conditions in the two crazes are different. The bicycle industry years since was reduced to a strictly commercial business: not one rider in a hundred now uses a wheel for the purpose of pleasure. Bicycling as a fad began to decline when, on the one hand, it had become commercialized, and on the other, when all classes of people took to it for pleasure. The commercial side of automobiling, most men agree, is the side on which lies the substantial future of the industry. Cars for pleasure may, or may not, decline in popularity. What is certain is, that the motor-vehicle for commercial purposes has come to stay, and in future will be enormously developed and popularized. One reason, heretofore, for neglect of the car of utility has been the small margin of profit obtained for it as compared with the large profit on a car used for pleasure. Still another reason has lain in the fact that manufacturers thus far have been unable to supply the demand even for pleasure-cars.

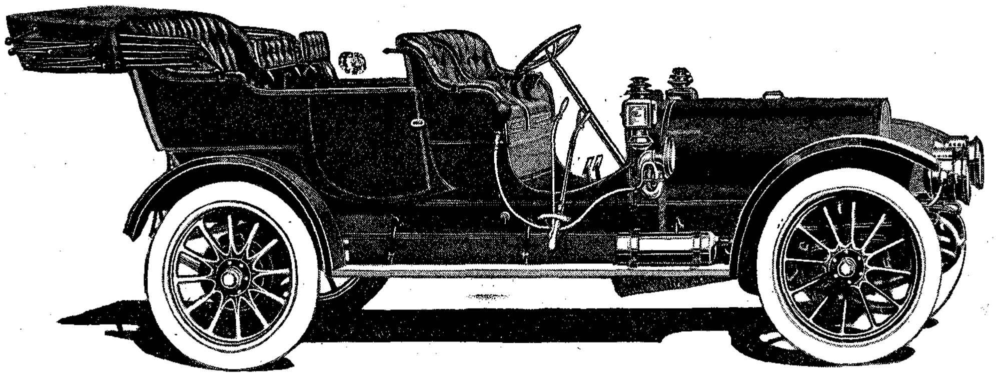
THE SELDEN PATENT

The decision of Judge Hough of the United States Circuit Court, handed down several months ago, and upholding the Selden patent, still remains a subject of much interest and comment. On April 22, the Association of Licensed Manufacturers issued a pamphlet for general distribution, the purpose of which was to acquaint the general automobile public with the facts to which the decision pertained. So much had been written on the subject as affecting manufacturers, that it seemed as if the general public might not clearly understand what the decision meant as affecting not only manufacturers, but private owners.

Nearly eighty manufacturers under licenses to use the patent are now making about four hundred and twenty-five cars of different models. In the pamphlet referred to, ("What is the Selden Patent,") it is stated that the principal claim of the patent "may be summarized as covering the combination of mechanical elements absolutely essential to constructing the gasoline automobile of to-day; the driving and steering wheels; the liquid hydrocarbo gas-engine of the compression type (which means the modern gasoline engine); reduced speed of driving-gears as compared with the speed of the engine; any means of disconnection between the engine and the driving-wheels (the clutch); liquid-fuel-receptacle, the whole so arranged as to leave the body substantially unencumbered and suitable for carrying persons or goods."

It is stated that, since the decision was rendered, "nearly all the prominent automobile manufacturing companies not theretofore licensed, have become licensed," and these new companies "number about one-half of the total number in the present list." Somewhat more than 85 per cent. of the cars produced in 1909 were licensed, these

(*Continued on page* 984)



The Franklin, graceful in every line, powerful, silent and swift, would, by the Franklin standard, be a failure if it lacked in comfort.

Comfort determines the way you feel at the end of a day's run. ¶Automobile construction that does not give the utmost in comfort is faulty. ¶For smooth riding nothing short of air travel surpasses riding in a Franklin.

How comfort is obtained.

Certain features of construction are necessary for comfort. When grouped they present a union of merit without which the best result is impossible. They give the perfection of resiliency. Without resiliency there can not be comfort.

The features of the Franklin from which resiliency results are these:

Long, easy, full-elliptic springs, both front and rear.
Springs hung on their centers, not anchored on the end.
Absence of strut rods and torque bars.
A wood chassis frame.
Large tires and large wheels.
Light axles and an especially light rear axle.

The relation of comfort to construction.

Resiliency gives not only riding comfort and makes the automobile a smooth and easy traveler, but the more resilient an automobile is the stronger it is and the lighter it can be.

Rigidity in a road vehicle does not mean strength.

Rigidity, or solidity, means strength only in stationary constructions. A monument or building is strong in proportion to its solidity; an automobile, carriage or wagon is strong in proportion to its resiliency; and it has comfort in equal ratio.

As automobilists gain in experience they find:

First, that comfort is of supreme importance;
Second, that comfort is a product of design;
Third, that "shock absorbers" will not make rigid construction resilient;
Fourth, that only through Franklin construction is real comfort secured.

What resiliency does.

As definite as the features that make resilient construction are their results. They are:

The greatest strength.
Long life to the vehicle. (It does not rack itself.)
The fastest touring time. (Road inequalities do not hinder.)
The highest efficiency.
Light weight. (Rigidity requires weight to withstand shocks.)
Easy, comfortable riding. (Even aged people can ride long distances.)
Saving on tires.
Silence. (Rigid construction rattles after use and wear.)
Low maintenance cost.
Reliability. (Due to greater strength, fewer parts and less deterioration.)

It is not necessary to carry extra tires on a Franklin.

Many perhaps think our claim that extra tires are not necessary is absurd. Their judgment undoubtedly is based on experience, but not experience with the 1910 Franklin.

We handle the tire matter as a straight engineering proposition and put on tires large enough and strong enough to do the work. They are larger even than tires used on most automobiles weighing much more. The result is the Franklin tire equipment does not blow out. It gives service four times as great as that obtained with the average automobile.

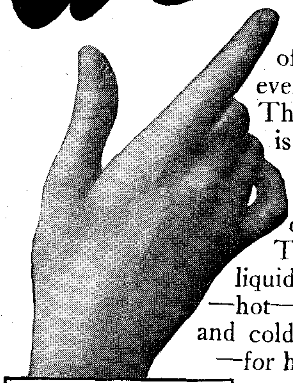
The selling of automobiles requiring demountable rims or extra tires is an admission on the maker's part that his automobile has not the proper tire equipment. It indicates to the purchaser that he is going to have tire trouble. Demountable rims and extra tires are only makeshifts. They do not stop tire trouble. The Franklin plan does.

Tire expense with the ordinary automobile is more than all the other expenses combined. With the Franklin the tire expense is reduced to a small amount per mile and per year of service. You are saved the investment in extra tires, which deteriorate almost as fast as the tires in use.

Catalogue on request

H H FRANKLIN MANUFACTURING COMPANY Syracuse N Y

Licensed under Selden Patent



a Fact

Reader, you may not know of your real—everyday need for Thermos—but it is a real need that can be supplied in no other way.

Thermos keeps liquids—and solids—hot—without fire—and cold—without ice—for hours and days—until ready for use. Simply a proven fact.

Thermos An Everyday Necessity

In the nursery—baby's milk can be kept pure and sweet at just the temperature your infant demands—with

THERMOS

In the sick-room any liquid or solid prescribed or desired can be kept hot or cold for hours without trouble or loss of time.

For Automobilists, Yachtsmen or Sportsmen. On any vacation or outing Thermos gives comforts that can be obtained in no other way.

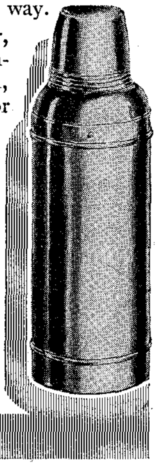
For father, mother, grandma, son or daughter, athlete or invalid, there are daily *needs* for Thermos. But please be cautious. Look for the name Thermos on the bottom of every genuine article.

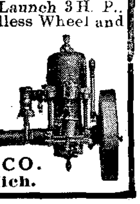
American Thermos Bottle Company

Thermos Building

243-247 West 17th St.

NEW YORK





Boat and Engine Book MAILED FREE

Just like a 30-Footer only smaller

Do not think of Buying a Launch or Engine until you see our Handsome Book WHICH EXPLAINS FOUR WONDERFUL LAUNCH BARGAINS

Only $121 *for this complete 16-ft. Launch* 3 H. P., guaranteed self-starting Engine, weedless Wheel and Rudder. Result of 30 years' experience. Money back if not as represented. Write for free catalog to-day. Special Bargains in **Weco** reversible, self-starting engines to those building or buying their own hulls. Engine controlled by one lever. Full size Boat Designs furnished free to purchasers of *Weco Engines*.

C. T. WRIGHT ENGINE CO.
1503 Canal St., Greenville, Mich.

MOTOR-TRIPS AND MOTOR-CARS

(Continued from page 982.)

cars ranging in price from $485 to $6,000. Mr. Selden, whose home was in Rochester, made application for his patent in 1879. The legal battle over licenses was a long and costly one. The records of it, at the time of the decision, as printed and bound for submission to various courts, comprise 36 large octavo volumes.

HOPE FOR NEW JERSEY

It is declared by a writer in the New York *Evening Post* that a general belief exists in Trenton that the bill, permitting motorists having licenses for other States to tour New Jersey, without taking out a license for that State, will become a law. Senator Frelinghuysen, whose support has seemed to be necessary in New Jersey in order to secure any progress in motor-car legislation, was declared to be favorable to it.

Much complaint has long been made that a license from some other State confers no right to tour in New Jersey. This has been especially true in New York, where the feeling has been intensified by the sight of hundreds of cars seen daily in New York City with New Jersey license tags on them but none for New York. Legislators in New Jersey virtually have taken the position that it is not right for citizens of other States to use the roads of that State without paying for the privilege, while it is proper for citizens of New Jersey to go into other States and not pay. This condition of affairs has given new point to an ancient joke on the minstrel stage that a trip to New Jersey is "a trip to a foreign land."

It is intimated that legislators in New Jersey have been moved to this desired step largely by the prospect of the passage of a Federal license law, which would prevent them from continuing to discriminate against residents of other States. It may be added here that a reporter, interested in this subject from the New York City point of view, recently took the trouble to stand for hours on a crowded Brooklyn parkway and count the passing motor-cars which carried only New Jersey licenses. He found a high average of 10 per cent.

A WOMAN'S TOUR AROUND THE WORLD

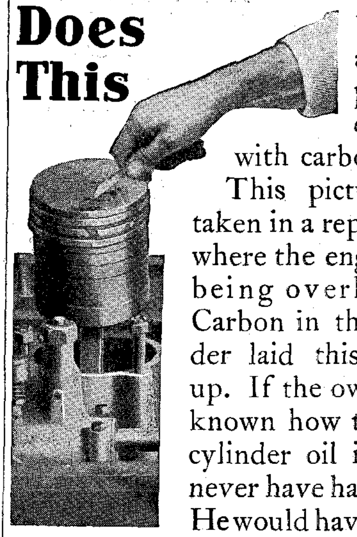
Nearly a year ago in these columns was given an outline of a proposed tour of the world by Mrs. Harriet C. Fisher, of Trenton. She has since in part accomplished her purpose. Last heard from, she was in India, as reported in *Motor*. Mrs. Fisher took no chauffeur with her. Being an accomplished motorist herself, she preferred none. Her son, however, went along, and she had also a valet and maid. She and her son shared the honors of driving.

The tour was begun on landing from the ship in England. Mrs. Fisher then crossed to France, making her way directly to Lake Como. She proceeded thence to India. A

(Continued on page 986)

Quenches Thirst—
Horsford's Acid Phosphate

It makes a refreshing, cooling beverage and strengthening Tonic—superior to lemonade.



IMPURE OIL Does This

This is a motor piston caked with carbon.

This picture was taken in a repair shop where the engine was being overhauled. Carbon in the cylinder laid this engine up. If the owner had known how to select cylinder oil it would never have happened. He would have chosen

HAVOLINE OIL

Why? Because of all cylinder oils made *it is lightest in color.* That means it has been filtered freer of carbon-producing dirt or coloring matter than any other cylinder oil sold.

"It makes a difference"

If your dealer hasn't it, write us direct at our nearest office.

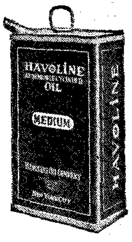
Write for booklet on "Common Sense of Automobile Lubrication."

HAVOLINE OIL CO.

94 Broad St. **1906 Broadway**
NEW YORK

Chicago: 40 Dearborn St.

Boston: 749 Boylston St. **St. Louis: 4630 Olive St.**
Philadelphia: 1107 Real Estate Trust Bldg.
W. P. FULLER & CO., Pacific Coast Agents



Best grade cedar canoe for $20

We sell direct, saving you $20.00 on a canoe. All canoes cedar and copper fastened. Have you seen our new Mahogany Finished Canoe for 1910? We make all sizes and styles, also power canoes. Write for free catalog giving prices with retailer's profit cut out. We are the largest manufacturers of canoes in the world.

Detroit Boat Co., 230 Bellevue Ave., **Detroit, Mich.**

—9,059-Word Business Book Free

Simply send us a postal and ask for our free illustrated 9,059-word Business Booklet which tells how priceless Business Experience, squeezed from the lives of 112 big, broad, brainy business men may be made yours—yours to boost your salary, to increase your profits. This free booklet deals with

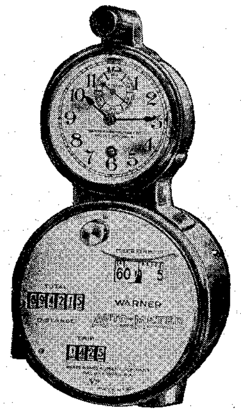
—How to manage a business
—How to sell goods
—How to get money by mail
—How to buy at rock-bottom
—How to collect money
—How to stop cost leaks
—How to train and handle men
—How to get and hold a position
—*How to advertise a business*
—How to devise office methods

Sending for this free book involves you in no obligation, yet it may be the means of starting you on a broader career. Surely you will not deny yourself this privilege, when it involves only the risk of a postal—a penny! Simply say "Send on your 9,059-word Booklet." Send to SYSTEM, Dept. 41-514 Wabash Ave., Chicago

Better Be Sure Than Sorry

LEAVING aside the question of price, every motorist would have the Warner Auto-Meter on his car.

For during all the long years of its career it has stood alone as the one speed-indicating device which was absolutely satisfactory and reliable under all service conditions—"the aristocrat of speed indicators."


"The Aristocrat of Speed Indicators"
Ten Models—$50 to $145

But because the Warner Auto-Meter costs more, many a motorist has thought to buy as good an instrument more cheaply.

There are thousands of motorists using the Warner Auto-Meter now who reached it over this road of costly experience. Ask one about it.

The Warner Auto-Meter

For it is an incontrovertible fact that to build a mechanically and artistically perfect speed-indicating device costs money—and it can't be sold for a song.

And it is equally true that unless you have a perfect speed indicator you are simply guessing, and might as well have none. You will save time, trouble, and in the end, money, if you investigate the Warner Auto-Meter now.

Write or call for Descriptive Booklet

Warner Instrument Co., 874 Wheeler Avenue, **Beloit, Wis.**

Branches: ATLANTA, 116 Edgewood Avenue; BOSTON, 925 Boylston Street; BUFFALO, 720 Main Street; CHICAGO, 2420 Michigan Avenue; CINCINNATI, 807 Main Street; CLEVELAND, 2062 Euclid Avenue; DENVER, 1518 Broadway; DETROIT, 870 Woodward Avenue; INDIANAPOLIS, 330-331 N. Illinois Street; KANSAS CITY, 1613 Grand Avenue; LOS ANGELES, 748 South Olive Street; NEW YORK, 1902 Broadway; PHILADELPHIA, 302 North Broad Street; PITTSBURG, 5940 Kirkwood Street; SAN FRANCISCO, 36-38 Van Ness Avenue; SEATTLE, 611 East Pike Street; ST. LOUIS, 3923 Olive Street.

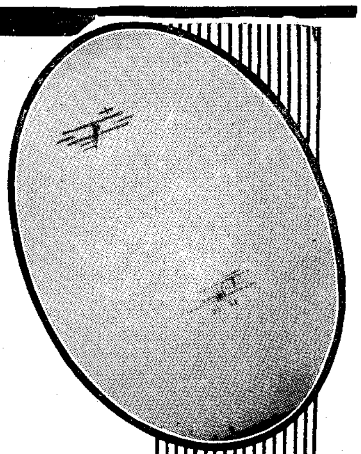
Aviation Note It will be noted that all of the pictures illustrating human flight used in our advertisements have been of heavier-than-air machines. That is because I believe that the dirigible balloon has but a limited field of usefulness at best, and will eventually be discarded, except for certain specific purposes.

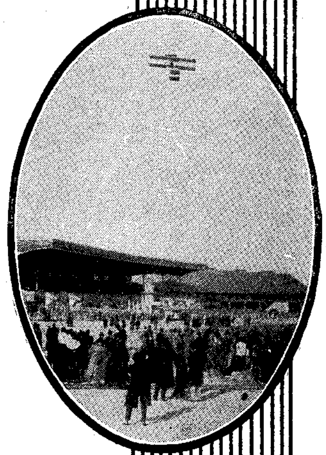
It is unwieldy, highly inflammable, expensive to build and most expensive to inflate.

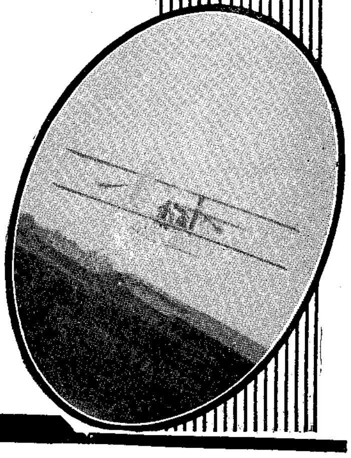
The top picture shows two biplanes in the air at once at Los Angeles; the next is Paulhan flying at Jamaica, Long Island; the third is the first flight of the Bleriot monoplane in America; and the fourth, Orville Wright at Fort Myer.

The two top photos are by Walter L. Huff, the other two by Paul Thompson.

A. P. WARNER.







(*Continued from page* 984)

letter from her is printed in *Motor*, from which the following is taken:

"The reception I have received in India has been wonderful; I was salaamed from Bombay to Calcutta. I am delighted with the people, but I do not like the roads—they are not good for motor-cars. At Allahabad I met the advocate of the high court, Mr. Matilal Nehru, and he introduced me to his daughters. I was very much taken with the clothes the girls wore—'saris,' they are called. They tried one on me, and they are most graceful and so easy to put on and take off again, with no buttons, no laces, and no hooks.

"We do not stay at hotels, except in the bigger towns. We carry tents and a cooking-stove and my man is an excellent cook. It was not always possible to get the food we wanted, but it is wonderful what that man can do with a couple of eggs and a rooster.

"The roads are too cruel for words, and we have had to cross rivers with the water over the tires. Altho we have occasionally put up at a 'dak bungalow,' these places do not appeal greatly to our fancy; and we gipsied right through on the trail.

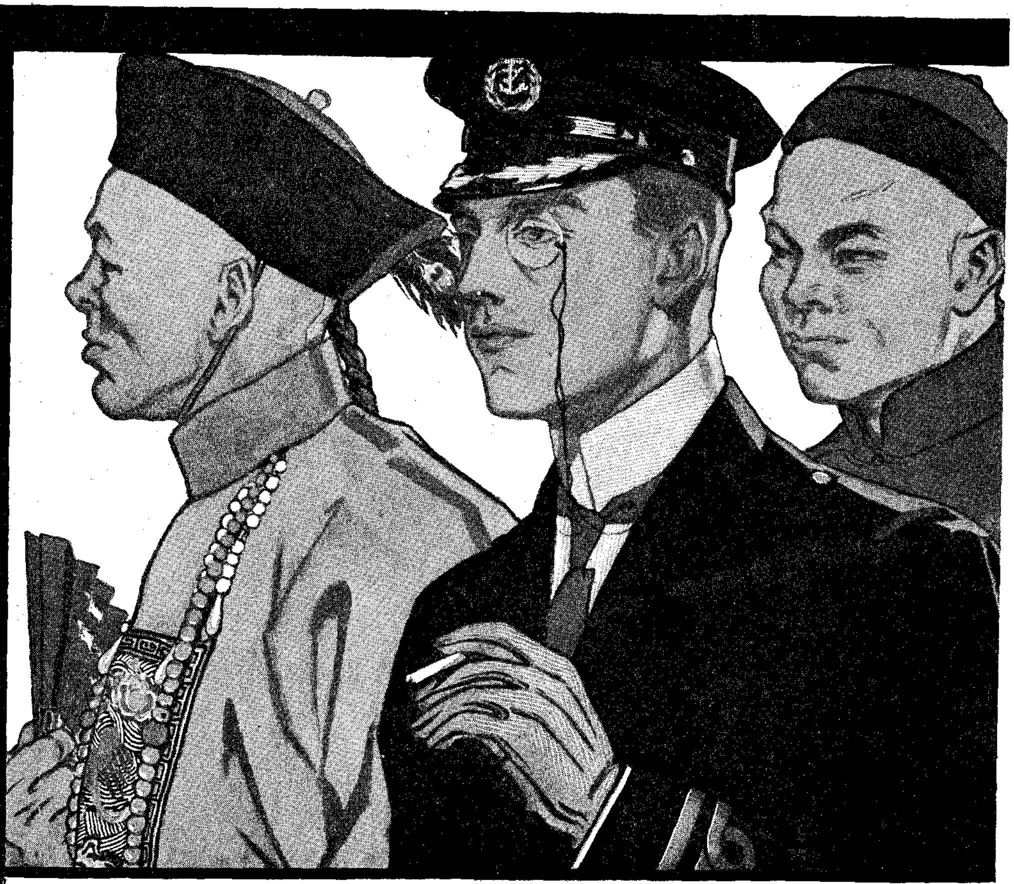
"Here in India, poverty is the real thing. On the wayside, when a person asks you for food, it is because he needs it and really means it. You can give him a dollar and he will return it, because there is no food to buy, and that almighty dollar, to him, is not worth a cent.

"The Indian newspapers contain little or no American news, and I am simply dying to read something about the United States. We want to do Darjeeling and southern India if we can, and we shall tour right through Burma, Ceylon, China, and Japan before we embark for San Francisco."

Motor says Mrs. Fisher's car has not been provided with any special equipment, except that the amount of gasoline and oil carried is larger than in the usual car. The car itself was not altered from the standard make. At the back of the tonneau, however, she carries a camping equipment consisting of tents, stove, and dishes, securely packed in a trunk.

CARS AS DELIVERY WAGONS AND TRUCKS

The use of motor-cars by commercial houses has nowhere become so successful as in department stores. It is more and more becoming a fact that department stores consider their equipment incomplete unless electric and gasoline delivery cars have been provided. One great feature of them that appeals strongly to merchants is that deliveries can be made at about twice the distance as compared with horse-power vehicles. Moreover, they are more trustworthy and expeditious. One of the stores in New York, which is thoroughly equipped, now owns thirty-four machines, thirty-two of which are employed in the delivery service. These are all electric cars and by them the store is able to maintain a satisfactory service throughout Greater New York. In addition the house keeps two gasoline trucks, which are used for long distance service, and are able to make seventy-four miles a day. The "electrics" are uniformly employed for short hauls, because of their low speed and simple, smooth-running operation; but gasoline wagons, which require slightly more intelligent drivers, are found best for long distance runs, where speed is



The sweep of an idea is not a matter of geography. Start something in Boston and you get the echo in Bombay. It is an idea that makes neighbors of us all.

In the farthest corner of the world you find the Gillette Safety Razor—introduced by Army and Navy officers, tourists, capitalists, business men.

The Gillette now has great sales agencies in India and China. Men there have been stropping and honing for five thousand years. It's time they were awakening. How long will *you* cling to obsolete shaving methods?

GILLETTE SALES COMPANY, 28 W. Second Street, Boston

SUMMER COTTAGES

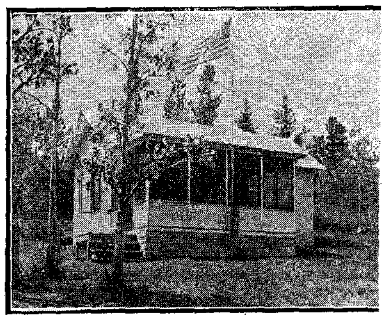
Shipped Anywhere **Freight Paid**

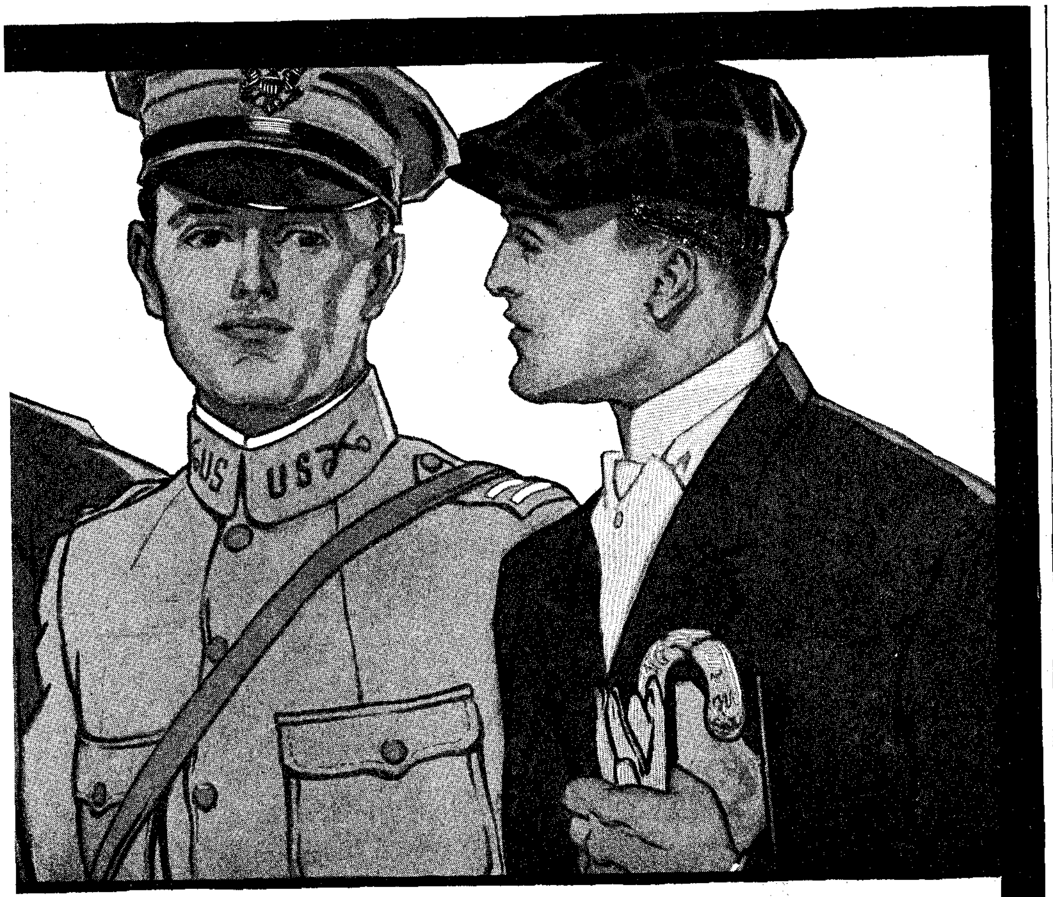
You can have one of our beautiful Cornell Portable Cottages shipped anywhere in this country and erected in some charming locality. You can be independent of hotels and boarding-houses with their noise, discomforts and confusion, and have a real vacation in your own summer home.

Cornell Portable Houses

are built in many styles and sizes, in sections convenient for shipping and handling. Built of first-class materials by skilled workmen, erected and handsomely painted at our factory, they are complete in every detail. You can quickly and easily assemble them simply by bolting sections together; everything is numbered—no skilled help required. They will withstand the severest storms and endure for years. The cost is very low, and within everyone's reach. Hundreds in use. May we send you our catalog?

Wyckoff Lumber & Manufacturing Co., 408 Adams St., Ithaca, N.Y.





Seven hundred thousand men bought Gillettes last year. We expect a million new customers in 1910.

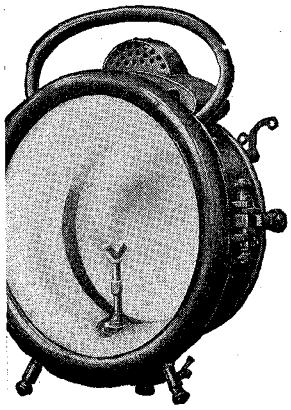
Wake up! Get a Gillette! Make a good front. Look the world in the face. A Gillette shave every morning is more than a material comfort—it's a moral brace—gives you a new grip on the Day's work.

The Gillette is for sale everywhere. It costs $5, but it lasts a lifetime.

Write and we'll send you a pamphlet—Dept. A.

King C Gillette

GILLETTE SALES COMPANY, 28 W. Second Street, Boston

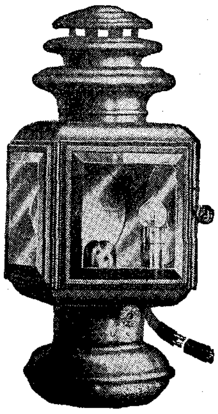


If you know a really earnest "crank" on automobiles—a man who is particular to the last degree about his equipment—look at the lamps on his car.

It's dollars to doughnuts he carries Solarclipse headlights—the aristocrat of motor lamps—and a complete Solar small lamp equipment.

Test it out for yourself. (73)

BADGER BRASS MFG. CO.
Kenosha, Wis. New York, N. Y.



an essential. A writer in the New York *Evening Post*, from whom this information is derived, says further:

> "In former years, the store's radius of delivery was thirty miles, and this was only accomplished at a much greater expenditure of time. Nowadays, the electrics, making twelve miles an hour, or the gasoline cars, can cover a radius of fifty miles in much less time than the horses required for half the distance. They stick to their schedule just the same in winter, too, and demands for towing are unknown.
>
> "An idea of the amount of service they do may be gained from the tabulated accounts of distances traveled in a single year. In 1908, the fifteen Landsens did 135,000 miles; in 1909, 133,000. In 1908, the Columbias did 80,000; in 1909, 94,000. The cost of operation for 215,000 miles, in 1908, was $18,382. In 1909, 226,618 miles were covered at a cost of $22,913.49. The Macy automobile service is practically independent, and for that reason, perhaps, shows a better financial standing than would otherwise be the case. Cars are stored in the driveway, back of the main store, and there is a private charging-station, as well, so that no reliance has to be placed upon an outside garage and other people's employees."

Another article in the same newspaper declares that the motor-truck has not only come to stay, but "the time is not far off when the manufacturing of commercial vehicles will completely overshadow that of pleasure-cars. The great development of delivery and truck-cars has occurred within the last five years. The growth has been steady, altho difficulties were encountered. Many business houses suspected their value because they were expensive, were liable to accidents, and were assumed to require more skill in management than the average truckman possest. Such houses as were induced to adopt them soon learned that, when properly handled, they could do about three times the work that horses could do. They were also more reliable, and in saving labor, sometimes showed a return of as much as thirty or even fifty per cent. on the investment. There existed for a time much bitterness between the advocates of gasoline trucks and electric trucks. But this has almost disappeared, in a final consensus of opinion that each type has its own field, independent of the other, electrics being best for parcel delivery within a short radius, and gasoline wagons best for longer service.

PNEUMATIC TIRES AND SOLID TIRES

In the matter of tires, experience with motor delivery wagons and trucks has led to interesting results favorable to the solid tire. A writer in the New York *Evening Post* says:

"One of the outstanding features in the realm of the commercial vehicle has been the growth of the solid tire idea. It is interesting to note in this connection that, in face of the wide-spread sentiment against them, one firm has been willing to come forward and speak for pneumatics. According to the chief engineer of the Franklin automobile factory, W. F. Kneip, repeated tests convinced his company that, for cars of three thousand pounds capacity and less, pneumatics were more desirable than solid tires. Trucks of this size must maintain a considerably higher speed than horses, and it is very difficult for them to do this

The Columbia is a car of a thousand excellencies, appreciated for its fine design and careful building, and for a wealth of exclusive features other cars do not possess.

Painting by George Gibbs

THE COLUMBIA MOTOR CAR COMPANY

Station 105-A, HARTFORD, CONNECTICUT

Licensed Under Selden Patent

Corns keep on growing when you cut them. **A-corn Salve** takes them out by the roots. Easy, quick, sure. No pain or danger. **15 cents** at druggists' or by mail. **Giant Chemical Co., Philadelphia**

A BOOK ABOUT Mortgages and Trust Bonds

Yielding 5 to 5½% Net

SENT FREE

Write to-day for our book describing these Guaranteed First Mortgage Trust Bonds and our plan whereby payments of $10 to $100 and upwards at your convenience secures at once ownership and income.

Bonds Secured by First Mortgages on New York and Suburban Real Estate

UNDER SUPERVISION OF NEW YORK BANKING DEPT.

NEW YORK MORTGAGE CO.

DEPT. C, 1475 BROADWAY, NEW YORK CITY

Make Big Money Training Horses!

Prof. Beery, King of Horse Tamers and Trainers, has retired from the Arena and will teach his wonderful system to a limited number, by mail.

$1200 to $3000 a Year At Home or Traveling

Prof. Jesse Beery is acknowledged to be the world's master horseman. His exhibitions of taming man-killing horses, and conquering horses of all dispositions have thrilled vast audiences everywhere.

He is now teaching his marvelously successful methods to others. His system of Horse Training and Colt Breaking opens up a most attractive money-making field to the man who masters its simple principles.

Competent Horse Trainers are in demand everywhere. People gladly pay $15 to $25 a head to have horses tamed, trained, cured of habits—to have colts broken to harness. A good trainer can always keep his stable full of horses.

If you love travel, here is a chance to see the world, giving exhibitions and making large profits. You will be surprised to learn how little it costs to get into the Horse-Training profession.

Write and Prof. Beery will send you full particulars and handsome book about horses—FREE. Address

Prof. Jesse Beery, Box 336, Pleasant Hill, Ohio

on solid tires. The inevitable effect is the wearing down of the tires and the jarring of the motor and chassis. High speeds have a distinct tendency to loosen solid tires, so that they are always in danger of coming off on the road.

"By the use of large pneumatic tires, the Franklin company discovered that they could eliminate the time spent in installing new tires, not to speak of the expense of lost tires, and the time and money lost in repairs to the mechanism. So marked was the gain in these directions that it outweighed the initial heavier expense of the pneumatics. In the ultimate analysis, it developed that in operating cars equipped with pneumatics, the tire-cost a mile was about the same as with solid tires; the earning capacity of the car was increased fifty per cent.; the depreciation of the car was decreased fifty per cent.; repairs to mechanism decreased fifty per cent.; and the general reliability of the car was increased in proportion.

"Incidentally, pneumatics prevent slipping. A number of operators have discovered this, and find it well worth while to equip their lighter cars with the more expensive tires, particularly if they have to go over smooth pavements that are like ice when wet. At the same time, it is but fair to state that all that has been said in favor of the pneumatic does not apply in the case of heavier trucks. When you come to consider the delivery truck of from two to ten tons' capacity, it is an entirely different matter. Sufficiently strong pneumatics would be terribly expensive for such leviathans and would not be especially valuable, at that, because speed is a secondary consideration in this class of vehicles. A truck, for instance, like the ten-ton Hewitt truck, hauling coal for a New York dealer, making a daily average mileage of 35.4, under an average tonnage of 84.03, would never get along with pneumatics.

"The growth of the solid tire idea is sufficiently indicated in the prospectus of one tire firm, which has listed 266 sizes, ranging from 28 to 64 inches. The largest of these motor-truck tires weighs 140 pounds and costs $162.50. The best of them are capable of doing almost inestimable service, as can be judged from the report on a tire which has done 16,000 miles and is still in use. To be sure, this is no criterion; no individual case of longevity in tires can be accepted as indicative of the reliability of any particular class. There is too much of a human element to be reckoned with. A tire's life depends altogether upon the carefulness of the driver. A careless driver who attempts to speed his truck all the time will never make a tire last. And for this, as well as for other reasons, it has been seriously recommended that commercial vehicles never be geared to more than fifteen miles an hour. A car geared down to this extent will give fifty per cent. more tire service than a car geared to twenty-five miles. This is the same reason that gives electrics greater tire mileage; they are always slower, and, therefore, can not wear so hard on their tires."

SELECTING THE CAR

Jonathan Milborne, writing in *Motor Print*, offers advice to buyers of cars, based on experience in purchasing a series of cars extending over several years. Speaking generally, he says that, when one buys a car from any one of the best-known makers, he can "rely on obtaining a vehicle satisfactory for the most part." Keen competition has brought this about. He adds:

"Buyers may know for certain that if a firm has been producing cars in large numbers for many years, not only have they eliminated, by trial and error, many of the difficulties which new firms suffer from owing to their lack of experience, but by their continued existence they prove that their cars must be intrinsically good on the whole. Such concerns have submitted their products to the buying public as a jury, and if they have survived they must have deserved it. No concern can go on selling an unsound car for any great length of time. As the adage hath it, 'You can fool all of the people some of the time, and some of the people all the time, but you can't fool all the people all the time.' Hence the assumption is justified that a firm of good repute and long experience will supply you with a good car."

Beyond this precaution there seems to be, in his judgment, no other necessary, except that one should have his pet theories and refinements satisfied, and along with these a guaranty of the car and an assurance of proper treatment in any subsequent dealings with the maker or the agent through whom he bought the car. As to a guaranty and good treatment, he says:

"As regards the guaranty there is no reason nowadays, in this age of fine workmanship and good material, why it should not be extended in all cases to that given by firms who have, apparently, confidence in their own productions. For example, when only six months are allowed for defective work to show itself, of what reality is this to the moderate user, who perhaps only drives his car at week-ends? He is placed on precisely the same footing as the enthusiast who bangs his car about daily and executes a phenomenal mileage each year, so subjecting his machine to a very searching test before the end of six months. Consequently, in buying a car, first thing to demand is that it shall be accompanied by an adequate guaranty.

"Then, as regards subsequent treatment: Buy from a firm which has a good reputation for dealing fairly and obligingly with its customers. So many agents and sellers think that once the car is handed over to

---

FAMILY FOOD

Crisp, Toothsome and Requires no Cooking.

A little boy down in N. C. asked his mother to write an account of how Grape-Nuts food had helped their family:

She says Grape-Nuts was first brought to her attention in Charlotte, where she visited.

"While I was there I used the food regularly. I gained about 15 pounds and felt so well that when I returned home I began using Grape-Nuts in the family regularly.

"My little 18-months-old baby shortly after being weaned was very ill with dyspepsia and teething. She was sick nine weeks and we tried everything. She became so emaciated that it was painful to handle her and we thought we were going to lose her. One day a happy thought urged me to try Grape-Nuts soaked in a little warm milk.

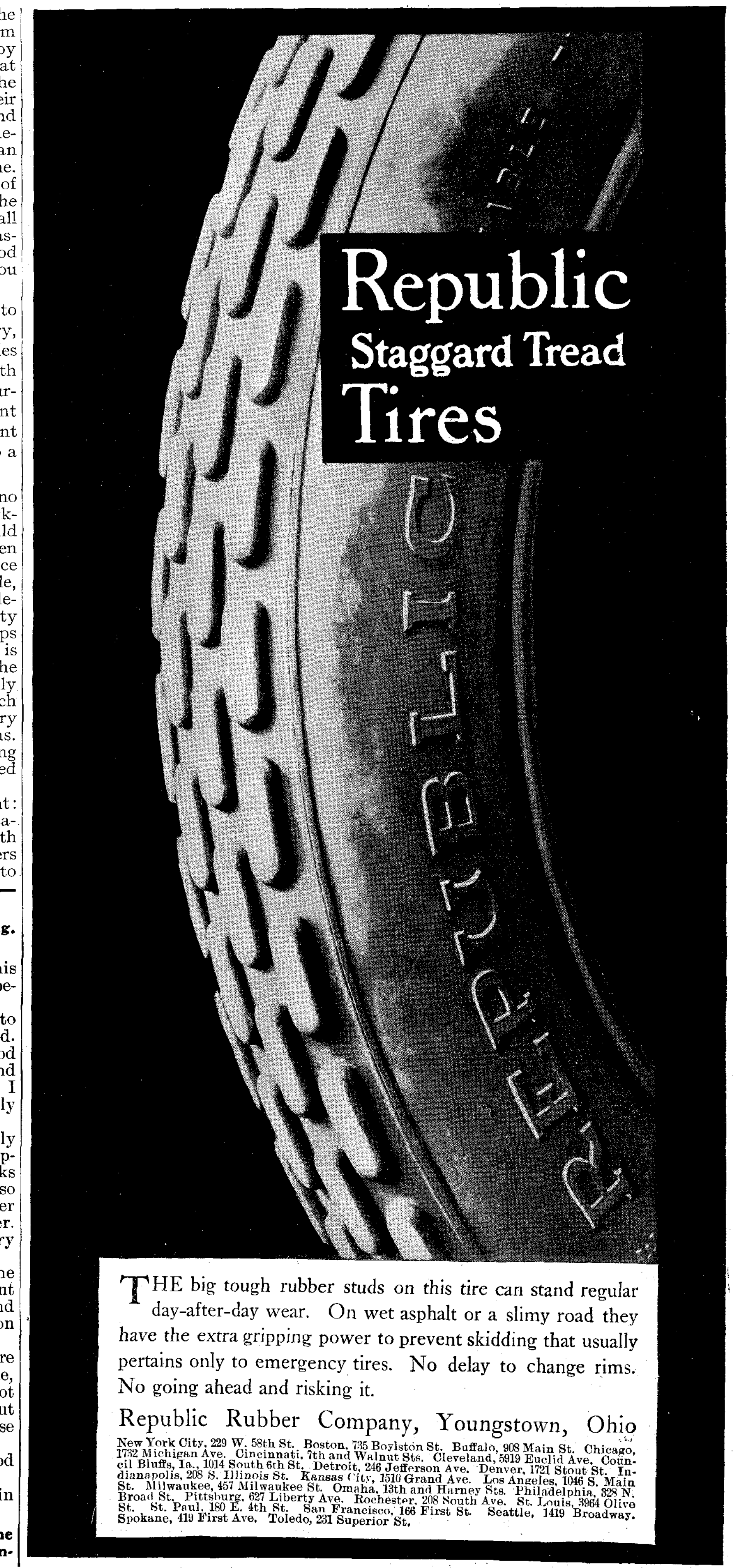
"Well, it worked like a charm and she began taking it regularly and improvement set in at once. She is now getting well and round and fat as fast as possible and on Grape-Nuts.

"Sometime ago several of the family were stricken with La Grippe at the same time, and during the worst stages we could not relish anything in the shape of food but Grape-Nuts and oranges, everything else nauseating us.

"We all appreciate what your famous food has done for our family."

Read "The Road to Wellville," found in pkgs. "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.



Republic

Staggard Tread

Tires

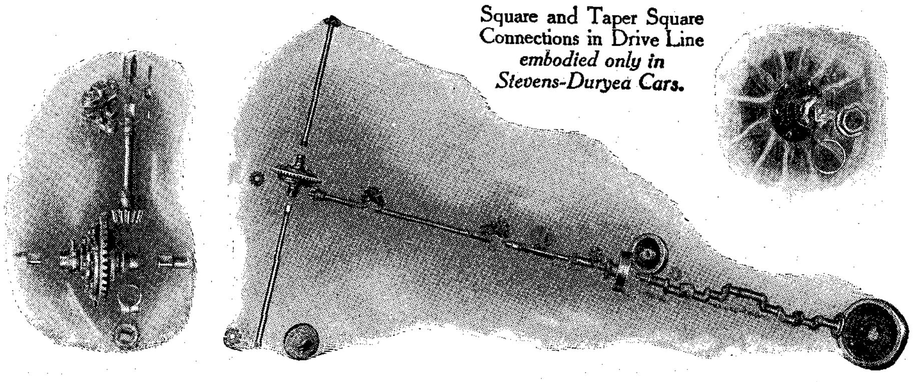
THE big tough rubber studs on this tire can stand regular day-after-day wear. On wet asphalt or a slimy road they have the extra gripping power to prevent skidding that usually pertains only to emergency tires. No delay to change rims. No going ahead and risking it.

Republic Rubber Company, Youngstown, Ohio

New York City, 229 W. 58th St. Boston, 735 Boylston St. Buffalo, 908 Main St. Chicago, 1732 Michigan Ave. Cincinnati, 7th and Walnut Sts. Cleveland, 5919 Euclid Ave. Council Bluffs, Ia., 1014 South 6th St. Detroit, 246 Jefferson Ave. Denver, 1721 Stout St. Indianapolis, 208 S. Illinois St. Kansas City, 1510 Grand Ave. Los Angeles, 1046 S. Main St. Milwaukee, 457 Milwaukee St. Omaha, 13th and Harney Sts. Philadelphia, 328 N. Broad St. Pittsburg, 627 Liberty Ave. Rochester, 208 South Ave. St. Louis, 3964 Olive St. St. Paul, 180 E. 4th St. San Francisco, 166 First St. Seattle, 1419 Broadway. Spokane, 419 First Ave. Toledo, 231 Superior St.

Staggard Tread, Pat. Sept. 15, 22, 1908

Stevens-Duryea


Square and Taper Square Connections in Drive Line *embodied only in Stevens-Duryea Cars.*

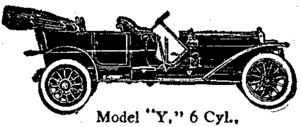
A Critical, Comparative Examination of The Square and Taper-Square Connections combining Power-Transmitting Units of Drive Line, emphasizes A THOROUGHLY SOUND ENGINEERING PRODUCTION.

THREE POINT SUPPORT UNIT POWER PLANT

In Design: Stevens-Duryea Origin.
In Manufacture: Stevens-Duryea Accuracy.
In Use: Stevens-Duryea Success.
A Triumph of "Know-How" and Workmanship.

Write for Our Literature

Satisfy yourself before buying that Stevens-Duryea cars are positively without equal.


Model "Y," 6 Cyl., 40 Horse Power

Stevens-Duryea Company
Chicopee Falls, Mass.

Licensed under Selden Patent

THE ARDREY VEHICLE WASHER

Washes Carriage or Auto Perfectly

Price $2.00. Easily attached to hose. Won't scratch varnish. No splashing of water. Dry hands. Dry clothes. For a limited time $2.00. Express prepaid. Booklet free

133 Main Street, East, Rochester, N. Y.

HEALTH MERRY GO ROUND MAKES HAPPY, HEALTHY CHILDREN

who prefer to stay at home and enjoy themselves rather than play on the streets. Operated by children themselves; the movement not unlike that of rowing, brings every muscle into play. Most healthful form of outdoor exercise; keeps lungs inflated, develops sturdy bodies, strong arms, straight backs, broad shoulders. Makes children studious. You owe the children this delightful pleasure—you'll save it in doctor's bills. Inexpensive, simple, absolutely safe; no cogs or complicated gears to catch and tear clothing. Not a Toy but a real Merry-Go-Round. Will last for years. Full particulars and handsomely illustrated booklet free.

HEALTH MERRY-GO-ROUND CO., Dept. K, QUINCY, ILL.

For Automobile Tops

GENUINE
Pantasote
LEATHER

A GOOD material for an Automobile Top must resist exposure to sun, rain and snow, and be readily cleaned. None but the *genuine* **PANTASOTE** Leather will meet these requirements. Is absolutely waterproof and retains its color, and is superior to cloth on both sides materials ("mohairs," etc.) for many reasons, two in particular—the impossibility of removing dust, dirt and stains from their outer side, and the fact that their interlining of impure rubber is ruined by exposure to sunlight or grease, as are tires. Don't allow unscrupulous dealers sell imitations which will increase their profit at your loss. Get the *genuine* and satisfaction.

Send postal for booklet on top materials, and samples with which to compare when buying and prevent substitution.

THE PANTASOTE CO.
60 BOWLING GREEN BLDG. NEW YORK.

the purchaser their obligation is ended. But they are grievously wrong. There are firms who find it to their advantage to 'nurse' their customers, which merely shows their good sense, for such treatment will redound to their ultimate benefit.

"Compare this with the inevitable dispute which arises with some dealers if the buyer makes a claim under their all-too-scanty guaranty. They invariably protest that the breakdown was not due to their bad workmanship or defect of their materials; that the car has been badly and unfairly treated; that your driver is an incompetent, and frequently insinuate that you yourself are either a fool or a knave for suggesting a free replacement.

"Then there is the important question of spare parts. Nowadays it is most inconvenient for an owner to have his car laid up for a week or more waiting for parts from the manufacturers. In many cases the supplying of spares seems to be held something rather trifling and unworthy of consideration. To these people it might come as something of a revelation to hear the opinions of a hard-headed business man as to their methods, when, after waiting for ten days, he receives for his car a replacement made obviously for a larger-sized model of the same make.

"How often one hears, when a man is questioned as to his car, the reply: 'Oh, it goes all right, but they are such awful people to deal with. I shall never buy another of their cars.'

"Therefore, I say, first obtain a comprehensive guaranty. If only every one insisted on this, the makers will soon accede to it and fall into line with the few that have forestalled them. Secondly, find out what kind of people you are proposing to deal with. If you can be sure that they are entirely satisfactory, the first warning may be disregarded; their name will be their guaranty, and it will not be necessary to worry about spares or disputes concerning same.

"Having satisfied yourself on these two points, you need probably look no farther. A firm which fulfils these requirements will doubtless have embodied in its chassis all modern refinements and improvements. Easy adjustments of brakes, fool-proof gears and ignitions, up-to-date lubrication and transmission will all be there. You will have found your car at last."

GARAGE CHARGES

It appears, from letters obtained from correspondents in large cities and printed in *Motor Age*, that garage charges differ somewhat. In Chicago there is only one garage inside what is called the "loop," and that is controlled by a club, and hence is for the use of members only. This condition is due to the fact that land values are so high that it would be impossible for a garage to store and care for cars at less than $35 a month. Most public garages are therefore maintained in the outlying parts of the city. At the club garage within the "loop," rates are not low, the capacity being adequate for about two hundred cars a day. The charge for a big limousine, including washing and polishing, is $30 a month; for a touring car it is $25; for a baby tonneau, $20, and for a runabout, $15. At these rates, however, the club suffers a loss. This is believed to be offset by the sale of gasoline, from which, in the course of a year, there is a profit to the club of between five and ten thousand dollars. In outlying districts rates are about the same for storage, washing, and polishing.

Rates in Philadelphia are lower than in

Chicago. Competition is one cause of this. In some of the outlying districts as low a rate as $18 a month has been known for storing two cars, a touring and a runabout. In West Philadelphia there are garages which will store, call for, and deliver a touring car for $15 a month and a runabout for $12. But these are exceptional cases. They merely show the low rates that prevail in some parts of Philadelphia. In the central parts rates are about the same as in other large cities; for large cars $25 to $30 a month; for small ones from $15 to $20. Gasoline may be had at eighteen or sometimes twenty cents per gallon. Keepers of garages maintain that there is no money in the business, their rents sometimes amounting to about one-half their receipts. Moreover, the season does not last all the year. In the down-town garages, fully fifty per cent. of the regular customers withdraw their cars for four months in the summer season.

In Boston there is a club having a garage with a capacity for 200 cars. It is well filled all the time. Monthly charges range from $35 for a limousine to $21 for cars with a wheel base of 88 inches. One of the large public garages has a capacity of 300, the charges there being about $5 less for each class of car than at the club. The charge for transients is $2.50 a day.

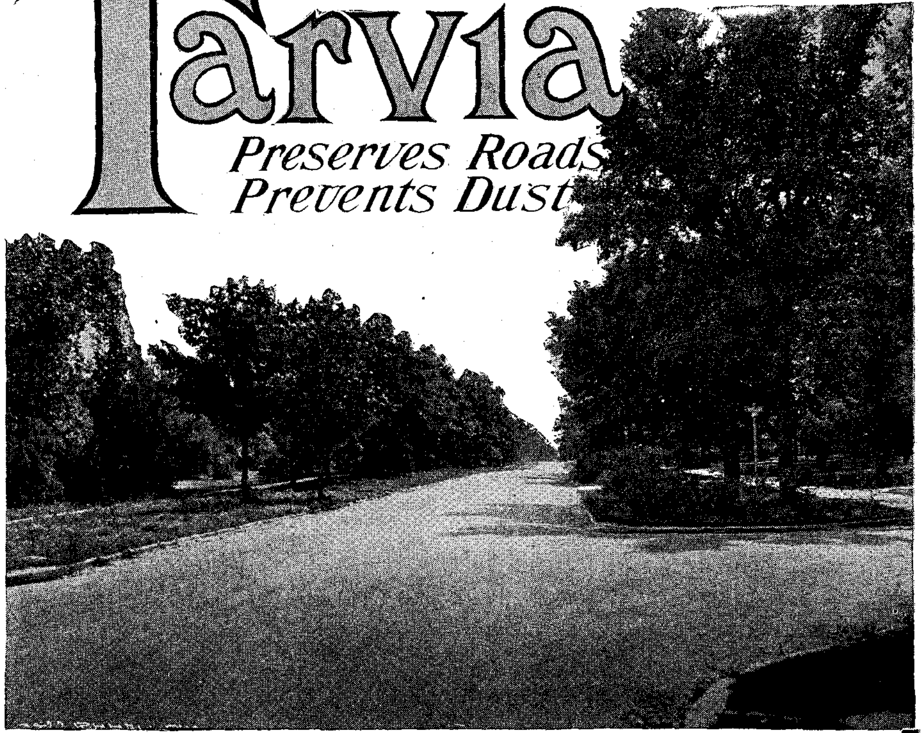
In Buffalo prices are lower than any thus far noted. In the entire city are forty garages. A garage in the most fashionable part charges, for a limousine, $27.50 a month; for a touring car, $22.50; and for a small car, $17.50. In a less fashionable part, the charge for a large car is $25; for a medium-size one, $20; for a small one, $15. These figures are for storage, washing, and polishing.

FACTORS IN THE COST OF THE CAR

Howard E. Coffin has itemized the cost of the pleasure-car in an article contributed to *Motor*. He finds six items: material, design, labor, overhead charges, profit, agent's commission. The last two, he believes, not to vary much with manufacturers—that is, the margin of profit is usually reckoned on the same basis, and the agent's commission is also about the same in all cases. Nor is it likely that much difference exists in the cost of material, except that a very great advantage lies with the manufacturer who buys in large quantities. This advantage accrues chiefly to the manufacturer of low-priced cars.

Of more importance than any of these items in determining the selling price is the cost of the design. The man who draws the specifications for material can produce innumerable economies by judicious plans and especially by securing simplicity of design. "The proper material in the proper place," says Mr. Coffin, "and abstinence from all frills and furbelows," mean everything. The engineer bears a direct relation to the labor charge. Thousands of dollars may be saved or lost according to the attention given by him to minor details of structural design.

The overhead charges are those in which great variations will also be found. In this classification are included all expenses incurred in the conduct of the business outside of the direct cost of labor, material, and



Tarvia
Preserves Roads
Prevents Dust

Sheridan Road, Highland Park, Ill., Treated With Tarvia A

Building Traffic-Proof Roads

The application of Tarvia is the cheapest, the best and the only well proven means of preserving the surface of macadam roadways under automobile traffic. Oils and other materials for dust-suppression are mere palliatives and do not prevent the pulverization of the roadway. Tarvia gives to the road surface a certain plasticity. The thrust of automobile wheels which grinds the ordinary brittle macadam surface into powder has no effect upon the tarviated surface. Tarvia thus preserves the road surface and keeps it from wasting away in the form of dust.

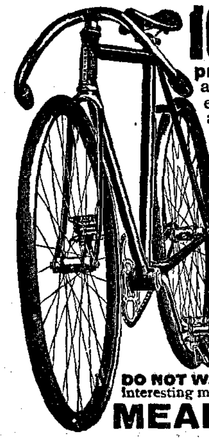
Tarvia is a product of coal tar, especially prepared for road use. It soaks deep into the macadam, making a very tough elastic matrix around the stones. The surface is durable and resilient, resembling sheet asphalt in appearance. A tarviated road is the only form of macadam roadway that can withstand automobile traffic.

The cost of maintenance with Tarvia, especially under heavy wear, is less than maintenance with water-sprinkling and constant renewal of the stone, and is vastly more satisfactory because the dust nuisance is abolished.

Some towns with serious road problems have adopted the policy of using Tarvia in all new macadam, believing that in these days any other sort of road is uneconomical. It has been demonstrated that it is cheaper to maintain a dustless road with Tarvia than a dusty one without it.

Do you suffer from the dust nuisance or are you paying taxes for roads that seem to be always worn out? If so, send for our free booklets with their up-to-date information as to methods of relief. Address our nearest office.

BARRETT MANUFACTURING CO.
New York Chicago Philadelphia Boston St. Louis Cleveland Cincinnati
Minneapolis Pittsburg Kansas City New Orleans London, Eng.
TRADE B MARK



10 DAYS FREE TRIAL We will ship you a "RANGER" BICYCLE on approval, freight prepaid to any place in the United States *without a cent deposit in advance*, and allow ten days free trial from the day you receive it. If it does not suit you in every way and is not all or more than we claim for it and a better bicycle than you can get anywhere else regardless of price, or if for any reason whatever you do not wish to keep it, ship it back to us at our expense for freight and you will *not be out one cent.*

LOW FACTORY PRICES We sell the highest grade bicycles direct from factory to rider at lower prices than any other house. We save you $10 to $25 middlemen's profit on every bicycle. Highest grade models with Puncture-Proof tires, Imported Roller chains, pedals, etc., at prices no higher than cheap mail order bicycles; also reliable medium grade models at unheard of low prices.

RIDER AGENTS WANTED in each town and district to ride and exhibit a sample 1910 "Ranger" Bicycle furnished by us. You wil be astonished at the *wonderfully low prices* and the liberal propositions and special offer we will give on the first 1910 sample going to your town. Write at once for our *special offer.*

DO NOT BUY a bicycle or a pair of tires from *anyone at any price* until you receive our catalogue and learn our low prices and liberal terms. BICYCLE DEALERS, you can sell our bicycles under your own name plate at double our prices. Orders filled the day received.

SECOND HAND BICYCLES—a limited number taken in trade by our Chicago retail stores will be closed out at once, at $3 to $8 each. Descriptive bargain list mailed free.

TIRES, COASTER BRAKE rear wheels, inner tubes, lamps, cyclometers, parts, repairs and everything in the bicycle line at half usual prices.

DO NOT WAIT but write today for our *Large Catalogue* beautifully illustrated and containing a great fund of interesting matter and useful information. It only costs a postal to get everything. Write it now.

MEAD CYCLE CO. Dept. A-174 CHICAGO, ILL.

shop maintenance. Hence it includes all salaries of a clerical, office, and selling character, as well as the rent of selling offices, the advertising, replacement guaranties, etc. In no department of the business are there better opportunities for effective work than in the control and economical operation of this one. Experience has resulted so differently that Mr. Coffin says the charge against a car under this head may be $25, $50, $100, or $500. The selling price will be greatly increased when a company maintains a large, unwieldy, and expensive organization. The man who buys a car buys a variety of things, not only material and labor, but commission, rent, advertising, profit, etc.

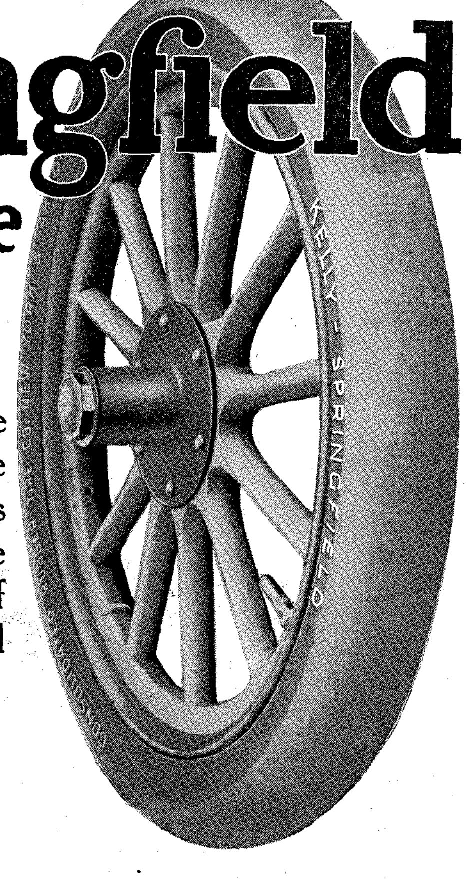
NATIONAL HIGHWAYS WANTED

Eugene Christian prints in *Motor* an earnest plea for highways to be built by the Federal Government. He says the marvelous development of civilization in the last century was chiefly due to the improvement in facilities for transportation, brought about by steam power and electricity. In this way, men saw more of one another and exchanged their ideas and commodities more readily. Mr. Christian maintains that the possibilities for improvement have been realized only in part. The steam railway did its work for cities, the trolley has since been doing work for suburbs and smaller towns. It remains for the motor-car to do the same for the remotest parts of the country, but the car's first need is good roads.

In the matter of agricultural development alone the railroad thus far has covered only a small portion of our great domain. One estimate is that, for every acre of farming land benefited by steam or trolley roads, there remain ten still unreached. Should all this land eventually be linked with the great consuming centers of the world the results would surpass one's wildest dreams. Present conditions have caused some of the best farming communities in the country to remain sparsely settled, miles separating dwelling-houses, when a good road and the motor-car would make them easily accessible. Fine roads and cars would not only do this, but would make farming more attractive, stimulate production, increase population, and divert the stream from cities to the country.

The writer maintains that the highest interest of America, including social, educational, agricultural, and commercial interests, all demand good roads for motor-cars, in order that vast sources of future wealth may be opened up. He believes that the cost could be so distributed that it would not be seriously felt. Inventive genius has now given us a solution of one-half the problem by producing the motor-car; the Government should solve the remaining half by providing good roads. The two combined would give to the country facilities that would "double the national wealth in less than one decade."

Mr. Christian's plan in outline is that two great national highways be constructed by the Federal Government and adapted to the needs of motor-cars. One should run from the Atlantic to the Pacific, and connect New York with San Francisco; the



Kelly-Springfield Automobile Tires

It is enough to know that there is an automobile tire made by the makers of the famous Kelly-Springfield Vehicle Tires. It is simply a matter of maintaining a high standard of quality in a new field.

After a season of Kelly-Springfields our tire bills have been greatly reduced.—*Greater New York and Suburban Transportation Company.*

Consolidated Rubber Tire Company
20 Vesey Street, New York
Branch Offices in New York, Chicago, Philadelphia, Boston, St. Louis, Detroit, Cincinnati, San Francisco and Akron, O.

FOR REAL COMFORT
WEAR THE NEEDRAW
Boston Garter
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Most comfortable with either knee or full length drawers. You cannot feel it. Insist on having the Needraw

Soft, non-elastic, Knit Leg Band with adjustable Pendant.

Good All the Year Round.

Conforms to contour of leg perfectly. No metal touches the flesh

Cotton, Nic. Plate, 25c.
Silk Pd't, Gold Pl., 50c.
Mailed on Receipt of Price.

GEORGE FROST CO.
Makers, Boston.

THE FIDELITY BOND AND MORTGAGE COMPANY

First Mortgage 6% Bonds

Total bonds authorized and outstanding, $580,000, on Railroad, real estate and industrial property, valued at $13,000,000. Present earnings eight times bond interest.

Preferred, cumulative, participating stock to net 7.2% to 7.8% fully participating in excess earnings after common has received 6%

Particulars on request.

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NEW YORK

other from the Lakes to the Gulf, connecting Duluth by way of Chicago with New Orleans. The two highways should cross at St. Louis. Each State should then build a highway across its own territory, connecting with a highway in the adjoining State when necessary, and thus tap the national highway. Counties likewise should build highways connecting with the State roads. Townships should then build roads connecting with the county lines. He believes that another result from these roads would be a vast reduction in the cost of cars, since their production would be increased and the cost diminished accordingly.

WHAT A WOMAN NEEDS FOR A TOUR

Olive Hyde Foster contributes to *Motor* an article on the minimum needs of women in making tours. The main thing is to discover how little one can travel with. That is the way also to make oneself "an ever-welcome companion." It is possible for a woman to travel in a car for six weeks, "and still be dainty and fresh without a trunkful of clothes." She says:

"First of all, a word as to gowns. Provide yourself with several, and for each trip select the one befitting that occasion. A coat-and-skirt shirt-waist suit of serge does nicely for picnic trips in summer, when the coat worn under the long duster will be warm enough for riding and can be laid aside afterward. For travel about town, however, a one-piece gown of cloth or pongee is now more fashionable. The fancy guimpes make these very attractive, and the silk does not crease. But a linen suit for extremely hot, dusty weather, will be appreciated by all who like freshly laundered clothes, as that can be washed whenever necessary. So the well-dressed, yet economical, woman will provide at least three automobile outfits.

"When the invitation comes for a short trip, away from home only one night, first get out your dressing-case, if you are fortunate enough to possess one, with its equipment of toilet articles, soap, violet water, cold cream, etc. (A small square box, like a suit-case, makes a good substitute.) Add, too, at least one towel. Of course, you will need a few handkerchiefs, a fresh pair of stockings, and a night-dress. These will go into very small space, and probably leave room for the dressing-gown necessary for wear to the toilet room at night in a small hotel. Bedroom slippers, too, will prove a luxury. Then add the fresh neckwear suitable for your gown. If you expect to stop in a little town, your motoring clothes will be all right for dinner, but if in a more fashionable place, take a fancy blouse for the evening, or a dainty lace yoke for your one-piece gown.

"But if your husband runs in in haste, and allows you only a moment to get ready for an over-night trip, you *can* manage to get along by tucking a few handkerchiefs in your shirt-waist, and wrapping your toothbrush in tissue paper before rolling it up with your comb and brush in a night-dress. And you will have a good time, too."

Writing of details as affecting the foregoing summary of needs, she says:

"Right here let me say that you will very soon see the desirability—almost necessity—of fine underwear, the finer the better. It takes up less room, is more comfortable to wear, and if of the right kind, saves laundry bills. Woven corset-covers, drawers and vests of silk or the best mercerized cotton take up the least space, and can be washed out in a hand-basin and dried over night

PALMER SINGER

Factory in New York City

Licensed Under Selden Patent

Guaranteed For One Year

Speed, power, strength, silence, durability, economy,—all the desirable points of a car's performance, depend on certain standard mechanical features. The more of these proven standard features the car has, the better the car is.

Features common to all Palmer-Singer models are four speed and reverse selective type transmission, multiple disc clutch. Imported ball bearings throughout, hand forged I Beam front axles, Bosch magneto—four brakes, internal expanding and equalized—all on rear wheels.

No other one make of car has ALL of these features—although all are admittedly the best practice and EVERY good make of car has three or more of them. ALL are in use in the high-priced, high-class makes. They have been in use in combination for two years in Palmer-Singer cars.

Since performance depends on the best mechanical features and the Palmer-Singer cars have ALL of these—and no other car has them all—

You may easily see the REASON WHY Palmer-Singer owners say their cars are the best in the world at any price.

We have printed a Specification Sheet—which shows you, side by side, the prices and mechanical features of all the best cars, Palmer-Singers among them. It shows at a glance which make gives you the most for your money and WHY. It's the next best thing to TESTING all of the same cars. Send for it to-day.

***Six-Sixty*—6 cylinder, 60 H.P.**
5 passenger touring body, $3,650
7 passenger touring body, $4,000

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1620 Broadway, New York **1321 Michigan Avenue, Chicago**
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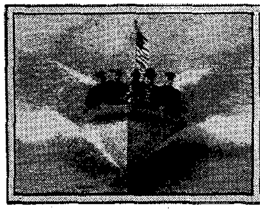

MULLINS STEEL BOATS ARE SAFEST AND FASTEST

They KEEP AFLOAT in the heaviest weather because the hull is made of pressed steel plates with air compartments like a lifeboat. They KEEP AHEAD of all other boats of equal H. P. because the smooth steel hull offers little resistance to the water, and they are equipped with the new Mullins Engine that is absolutely reliable under all conditions. Can't backfire; will not stall at any speed. ***Starts and runs like an automobile engine.*** *Every Mullins Boat is guaranteed to give perfect satisfaction.*

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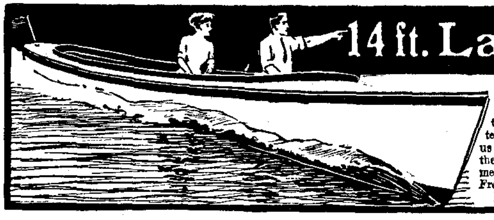

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without ironing, when haste prevents waiting for laundry work to be done. The finest, thinnest material for night-dresses will not only be the prettiest, but will roll into the smallest bundle, and should not be starched at all. Skirts of silk or satin to match the dress will do away with the expensive washing of fancy white skirts, and also make a suit set better.

"The very best kind of a dressing-gown is made from figured or black China silk, either as a kimono, or, as I prefer, a loose Empire style going on over the head without any other opening. This would be perfectly proper for you to be seen in about a hotel hallway. Such a robe does not wrinkle or soil easily, and will last for years. Besides, it rolls up to about the size of a pair of stockings.

"The gloves most comfortable for ordinary weather are of chamois-skin. Tho they soil rather easily, they can be washed out on entering your room at night, and if wrung out of soapsuds, without rinsing, and pinned up in the breeze to dry, they will keep soft and flexible.

"Your veils will also require careful consideration. A dark blue or a green chiffon will be useful for around town, clean driving, and often a light green is worn under a dark blue, in a strong wind. But for a long dusty trip, a cream white liberty silk will prove the most serviceable, as when it becomes dusty it can be rinsed out in a moment and will dry in the air while you eat your dinner. It will wear splendidly, too.

"Then, last, but not least, do get a hat that will stay on your head! A small turban is the best for warm weather, as it is light and ties down well. For cold days, tho, the pretty new Quaker bonnets of silk are warm and cozy, besides being generally quite becoming. Remember that nothing can cause you more inconvenience than your head-gear, so be sure it is on good and tight before you start.

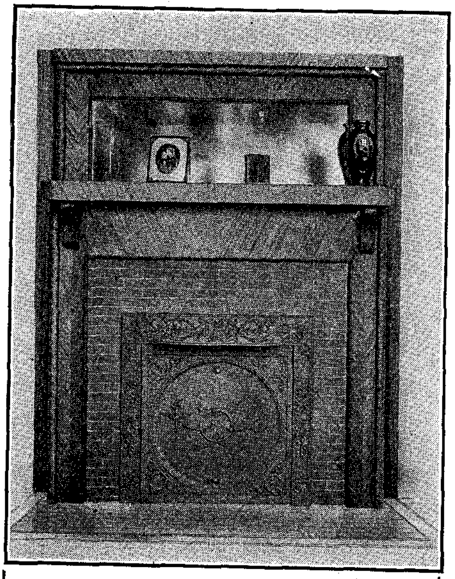
"Wear comfortable shoes. Pride may help you down Fifth Avenue in suede or patent leather two sizes too small, but it availeth little on a motor-trip with your feet wrapped in a fur robe and aching until they make you sick! Ties or pumps are comfortable in warm weather, but high arctics, over high shoes, are the thing to keep out the cold. And after a long, hard ride you will be greatly refreshed by putting on the lightest kind of slippers.

"For an extended trip in moderate weather, the most satisfactory kind of a dress is a dark serge Peter Thompson. This is loose around the arm-holes and neck, yet with a white flannel or a linen dickey will look quite dressy. The serge sheds the dust, never wrinkles, and if made by a good tailor, has a style of its own. A long coat to match will give the needed warmth, or a fur coat can be substituted when necessary.

"When trunks have to be sent on ahead a number of days, it is wise to add two other dresses for emergencies, but if one of these be a pongee or foulard silk, made up prettily for afternoon wear, with net yoke and sleeves, and the other a lace gown, either black or white, for evening, they will take the smallest space, yet come out fresh and unwrinkled. And three such dresses would prove ample for any occasion that might arise."

TIMING RACES

In the first motor-car races the time was taken by hand with stop-watches. This method was known to be imperfect and yet it was then the best available. How large was the element of imperfection may be gathered from the fact that, in one of the recent record races, the successful car traveled nearly two hundred feet every second. Inasmuch as one observer is always quicker than another, inaccurate and



The chaste and severely simple lines of this beautiful mahogany mantel would give character and dignity to any room.

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serve to furnish as well as to embellish architecturally. No room is complete without a mantel. They are made in all the popular hard woods and in all period styles—including the Colonial, finished in white or ivory—and at all prices from the plain and inexpensive to the richly carved, suited to the costly mansion. Do not build, decorate or remodel unless you send for our handsomely illustrated booklet

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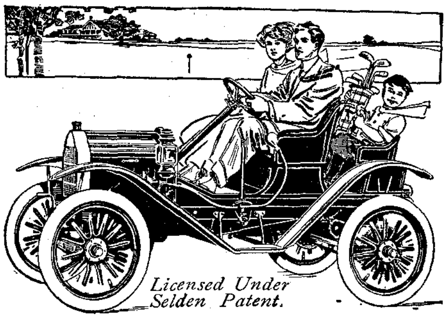

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differing records of such speed were inevitable. The timer had to start his watch when the race started and to stop it when it closed, but under such terrific speed how could he be absolutely accurate as to the time of start and finish? Moreover, the record obtained by one man would not be the same as the record obtained by another. Efforts were made to start stop-watches automatically by the cars themselves, which would make or break an electric contact with the watches, but this method did not prove entirely satisfactory.

More recently a special instrument has been made. It was employed at the Atlanta races last December, and later in the Ormonde and Daytona races. It is described by *The Scientific American* as having worked to "the utmost precision, is entirely automatic, and makes a printed record of the races, reading to hundredths of a second." The importance of a hundredth of a second may be gathered from the fact that, in one of these races, a car traveled at the rate of 23.8 inches in that time. The instrument is described by *The Scientific American* as follows:

> "It consists of four type wheels, one of which indicates hours, the next minutes, the third seconds, and the last one-hundredths of a second. The wheels are operated after the manner of an odometer instrument. Over the wheels runs a strip of paper, and above that a typewriter ribbon, and a record is made by a hammer actuated by an electromagnet, which strikes the ribbon and paper against the type wheels. In the circuit of the magnet which operates the hammer is a relay switch controlled by an electromagnet in a circuit that is normally closed. This closed circuit is connected with the starting and finish tapes, or with tapes at other points where it is desirable to record the time. The tape consists of a wire stretched across the course at a height of a few inches above the ground, and this wire is connected to a switch ingeniously constructed to be opened by the shock, rather than an increase of tension when the wire is struck by the wheels of an automobile. When the switch opens, the instrument prints a record. The type wheels are frictionally mounted on a driving-shaft, which is rotated by an electric motor. At the start of the race they are held stationary and are not released until the starting-wire is depressed, when they print zero and they begin their revolutions. The hundredths wheel makes a revolution every two seconds."

The Course of True Love.—A recently divorced gentleman was invited to a friend's house to dinner. As soon as he was seated the host's little daughter asked abruptly: "Where's your wife?"

The man in some confusion answered: "I don't know.

"Don't know?" replied the *enfant terrible*. "Why don't you know?"

Since the child persisted he thought the easiest way out would be to make a clean breast of the matter. So he said: "Well, we don't live together. We think, as we can't agree, we'd better not."

But the little torment would not stop. She exclaimed: "Can't agree! Then why don't you fight it out, as pa and ma do?"—*Ladies' Home Journal.*

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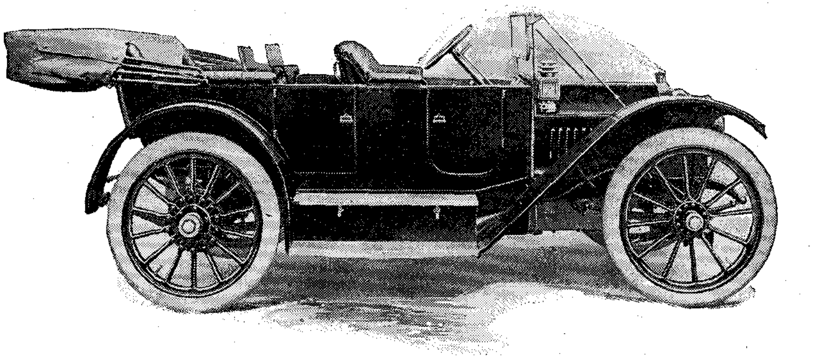

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The 1911 "Owen"

Why It Is Two Years Ahead

The left-hand drive is only one reason why the 1911 Owen is "two years ahead."

42-inch wheels is another.

They **triple the life of your tires**—more wearing surface—less strain on fabric.

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The Owen throttles down **on high gear to two miles an hour** and picks up to sixty without changing gears. You get six cylinder torque with four-cylinder simplicity. The long stroke motor stands for quietness, smoothness, lack of vibration, long life of all working parts.

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All our turns to the *right* are guarded. There is no chance of accident with a vehicle approaching from the rear, but in turning a *corner* to the *left* it becomes the duty of the operator to look behind and determine whether his road is clear. Sitting on the right, this cannot be done to advantage, for the driver must look 'round the car, over the heads of the rear seat occupants or through the isinglass in the rear curtain. But sitting on the left, an unobstructed view of the road behind may be had.

All Cars Pass on the Left

Cars going in the same or opposite directions pass on the left. The only logical side from which to drive is the left side. From this position the driver can better judge his "right of way."

On the Owen the gear-shifting lever is in the center of the floor boards, just where the right hand falls naturally without the necessity of leaning forward. This affords *left-hand drive* with *right-hand gear shifter*.

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"Drive up to the curb on the right" is the law in all larger cities.

From ordinary cars the front seat passenger alights in the mud. From the 1911 Owen he alights on the curb, and the operator, because of the center gear shift, has entrance to his seat from either right or left side.

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It is a swinging settee, a hammock and an outdoor bed all in one. Holds four people easily. The "Swaycott" is made of extra heavy fast-color canvas in dark green, dark red and khaki; has elastic, non-sagging steel spring; tufted sea moss mattress; two wind guards; back rest; magazine pockets, etc. Complete at the price—no extras to buy.

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Price of "Swaycott," complete and delivered to your station, $10. West of the Rockies, $12.50. Remit by bank draft or money order, state color desired and get a full summer's enjoyment. *Booklet B5 sent FREE on request*

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CURRENT POETRY

"Love," by John Drinkwater, which we take from *The Thrush*, is a finely finished bit of verse with an almost hymnal note.

Love

By JOHN DRINKWATER

Lord of the host of deep desires
  That spare no sting, yet are to me
Sole echo of the silver choirs
  Whose dwelling is eternity,

With all save thee my soul is prest
  In high dispute from day to day,
But, Love, at thy most high behest
  I make no answer, and obey.

"Tears" is from the latest collection of poems by Lizette Woodworth Reese, called "A Wayside Lute" (Thomas B. Mosher, Portland). We found it, however, embedded in a page of eulogy in *The Smart Set*, and the warm praise of the reviewer is completely justified, for, when we begin to seek the poems with which to compare it, we find ourselves searching among the masterpieces of English verse.

Tears

By LIZETTE WOODWORTH REESE

When I consider Life and its few years—
A wisp of fog betwixt us and the sun;
A call to battle, and the battle done
Ere the last echo dies within our ears;
A rose choked in the grass; an hour of fears;
The gusts that past a darkening shore do beat;
The burst of music down an unlistening street—
I wonder at the idleness of tears.
Ye old, old dead, and ye of yesternight,
Chieftains and bards and keepers of the sheep,
By every cup of sorrow that you had,
Loose me from tears, and make me see aright
How each hath back what once he stayed to weep:
Homer his sight, David his little lad!

This brief pagan song was printed recently in *The English Review*.

The First Time

By RACHEL ANNAND TAYLOR

Oh! Was it down in Samothrace
  Beside the great Greek sea,
That first I saw thy dreaming face
  And swore thy slave to be?

With crosses blazoned on our ships
  We sailed for Palestine;
But sweet, oh, sweet upon thy lips
  That heathen song of thine!

The Knights went sailing o'er the wave
  To Christ His Sepulcher!—
But I was traitor to the Grave,
  O breast of rose and myrrh!

Witter Bynner in *The American Magazine*.

"Luck Was the Lass He Chased"

By WITTER BYNNER

Luck was the lass he chased,
  Seeking the wide world over,
But she laughed his love to waste
  With many a lighter lover.

Now, tho his life is paid
  And no more shall he love her,
Luck loves, like any jade,
  One who is careless of her.

Now where he lies abed
  And never stirs the cover,
And never turns his head—
  She will not leave her lover.

PERSONAL GLIMPSES

THE UMPIRE

Nobody loves an umpire. When the home team loses, it's all his fault, and when the game is won, it's in spite of him. Do the fans applaud when he handles a fifteen-inning game without making a mistake; do they cheer his name "when he stops a foul tip with his shin, or has a swift shoot bounced off his mask?" "Yes, they do,—not!" says "Billy" Evans, of the American League staff. But while the baseball arbitrator's position can not be called an enviable one, Mr. Evans, writing in *The Sunday Magazine*, alludes to its one redeeming feature—"the salary connected with this job."

While it is not generally known, perhaps, there isn't a man of any prominence in either of the major leagues who is receiving less than twenty-four hundred dollars and expenses for six months' work. Positions at which such a salary can be commanded, for so short a period of time, are few and far between; consequently the men judging the plays figure they can stand any abuse that may come their way.

The assertion that the umpire's friends are generally in the minority is proved, says Mr. Evans, "by a little happening that was staged in Chicago several years ago."

Joe Cantillon, former manager of the Washington team, was umpiring in the American League at the time. Joe appeared at the ball park one day accompanied by two men. The man in charge of the gate was a new employee, and he refused to pass in the two Chicagoans.

"I have orders not to let any one through the turnstiles without a pass, Mr. Cantillon. I am sorry; but you will have to see Mr. Comiskey," was the gateman's none too cheerful greeting.

"Tell Comiskey that I have two friends with me and I would like to pass them into the game," requested the offended ump.

The gatekeeper wrote out the request and gave it to one of the attendants to be taken to Owner Comiskey of the White Sox.

The note read as follows, "Umpire Cantillon has two friends with him and wants to get them into the game."

It seems the day before Cantillon had a very tough game to umpire, in which several close decisions went against the home team, preventing Chicago from scoring a possible victory. While still a trifle sore over the outcome of the game, Comiskey couldn't let a chance slip by to have a little fun at Cantillon's expense. Sitting down at his desk he scribbled off this reply, "If there are two men in Chicago brave enough to pose as an umpire's friend, especially Cantillon's, pass them in and give 'em box seats."

Cantillon wasn't any too pleased with the answer at the time; but in after years he managed to get many a hearty laugh out of the situation.

The writer goes on to tell of a story in which Cantillon figured, not as umpire, but as manager of the Washington team:

Jack Sheridan, dean of umpires, had worked several years with Cantillon, and

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Every woman knows how annoying it is to have unsightly spots, water stains, dirt stains and foot-tracks spoil the beauty of her floors, stairs and woodwork. They ruin the beauty of her entire home.

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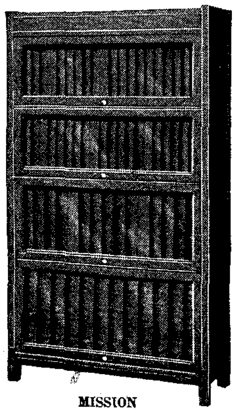

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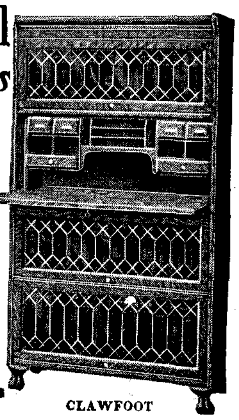

CLAWFOOT

consequently criticism from him would naturally affect Sheridan more than it would umpires who had never worked on the same staff. For a time Joe was the best-behaved manager in the world. He tried his best to overlook all faults, knowing the plays were being given just as seen. Things began breaking so badly for his club right off the reel, however, that it was only natural for him to fly off the handle. His first offense had Jack Sheridan at the other end of the argument.

It was a game at Washington, which was a battle from the opening of the first inning to the close of the contest. It seemed as if every play at the bases was close, and as Fate would have it quite a few of the decisions were going against Washington.

Early in the game Cantillon looked on without making any comment; but, as all the breaks in luck seemed destined to go against his club, his ire began to assert itself. He began by pleading with Sheridan in a sort of a humble way to remember that the Washington club was still in the league. Sheridan only smiled and informed Joe that if his team lost a few more games it would have such a firm hold on last place that the fans would begin to think the club was really in some other organization. This sally didn't make the Washington manager feel any better.

The close plays persisted in coming up and, in Cantillon's opinion, continued to go the wrong way. To show his feelings more clearly, he began to question Sheridan's judgment in a more forcible manner. Jack stood for the objections for a time without comment; but finally, as a warning, he informed Cantillon that the clubhouse door was open and would soon be welcoming him.

The expected blow came off in the seventh inning, when Sheridan nipt a prospective rally in the bud by declaring a man out at the plate on a very close play. Cantillon, who had been coaching at first, rushed to the plate wildly excited, and in a voice that could be heard in the stands, yelled:

"Of all the joke decisions I ever saw, that one was the limit!"

The hot shot hurt Sheridan more than he cared to show; but he tried to get back at Cantillon by shouting in a voice just a key higher, "I suppose you never made a mistake when you were umpire."

"Yes, I made plenty of mistakes," was Cantillon's quick retort; "but I failed to make the one you are making every day. When I realized that I had gone blind I knew enough to retire!"

This was too much for old Jack, and he made Cantillon beat a hasty retreat to the clubhouse.

An umpire's first season in a big league is pretty sure to be his hardest, remarks Evans, and if he can get through it successfully, he is likely to hold down his position permanently. Of the new men in the American League last year, Fred, or "Bull" Perine, was one of the most successful, we are told.

Perine, tho small, possesses plenty of nerve, and always has a good fund of humor at his tongue's end. Altho never looking for trouble, he always meets it in a clever way, and a few of his run-ins with different players last year were of an interesting nature.

Jakey Atz, the clever utility player of the Chicago White Sox, was twice the vic-

IF the watch you have *now* is nearing the end of its usefulness, or is disappointing to you in any way, get an *Ingersoll-Trenton.* From the minute you put it in your pocket you will be sure that you have at last found a watch that will not fail you—the only watch you will need for the rest of your life, barring accidents.

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If you want to spend only $5.00 you can get an Ingersoll-Trenton in a durable nickel case. Make it $7.00 and the case will be ten-year gold-filled. For $9.00 you can get an Ingersoll-Trenton in a twenty-year gold-filled case—a superb watch fit for the most critical user.

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THE RIGHT TIME IN CONNECTICUT

"I have compared my Ingersoll-Trenton Watch with Standard time daily for fourteen days. It has apparently not varied even a fraction of a second."

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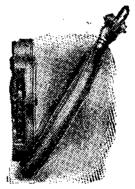

Small picture of an Ingersoll-Trenton Watch showing side view of movement.

RESOLVED:

That the Ingersoll-Trenton Watch has fully earned its place in the Hall of Fame devoted to the world's accurate timepieces.

JUST READY

"Makers of Sorrow and Makers of Joy"

By **DORA MELEGARI**
Authorized Translation

"The day will come when every sincerely good human being will be as careful not to be a maker of sorrow as not to commit deeds that are dishonest and cruel. Happiness or unhappiness resides in one's own heart, not only because of the satisfaction or dissatisfaction he derives from the richness or poverty of his inner life and communion with the divine, but because he learns to feel and enjoy the warmth and brightness radiated by human sympathy."—*The Author.*

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JUST READY

Dominion and Power

By CHARLES BRODIE PATTERSON
Author of "The Will to Be Well," "The Measure of a Man," etc.

THIS is a new edition of one of Charles Brodie Patterson's most popular books. It has been thoroughly revised and contains some five or six new chapters, dealing with Mental and Physical Health, Psychic Development, The Right Use of the Breath, Self-Control, etc. It is filled with uplifting and helpful suggestions, and must, of necessity, prove a benefit to thoughtful readers. "Dominion and Power" has had a large sale in this country, has already passed through several editions in England, and has recently been translated into Dutch, in which language three editions have been called for in a little over a year.

The author is buoyantly optimistic throughout, and helpful to courageous and wholesome living. It is a good book for those who feel the need of fuller instruction on the subject of the higher development of mankind.

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FUNK & WAGNALLS COMPANY
44-60 East 23d Street - - New York

tim of Perine's rule, and each time Atz was requested to beat it to the clubhouse. The offense in each instance was unique.

One day, while playing second base, Atz felt certain that he had caught one of the visiting players who had tried to pilfer second. Umpire Perine took an opposite view of the situation, and declared the runner safe.

The verdict failed to make a hit with Atz, and he at once began to show his indignation over the affair. Rushing at Perine with his arms waving, much after the manner of a windmill, he protested vigorously against the ruling. Perine was obdurate. To show more strongly just how bad he thought the decision really was, Atz tossed his glove high into the air, and followed this performance by sending his cap in pursuit. This was too much for Perine, who, without making much ado, turned to Atz and said:

"You may do the rest of your disrobing in the clubhouse."

Thereupon the surprized player discovered that he had been put out of the game.

The following day Atz came to the bat, still a trifle sore over the disputed decision; also his ejection from the game.

With the call of three balls and no strikes, Perine called two strikes in succession on him. Fearing that any open objection would cause his retirement from the game, Atz refrained from voicing his sentiment; yet, in order to convey his utter disgust, he assumed a sort of Napoleonic attitude at the plate.

Jake would have stood a better chance had he said something. Perine failed to appreciate the classic pose, and told Atz to hike to the clubhouse, adding that with a little practise he might make good as a wooden-Indian sign in front of some cigar-store. Jake went.

Just before a game in New York one day, Perine surveyed his field to see if everything was all right. Pitcher Bill Donovan of Detroit happened to be coaching at third base. Perine looked longer than usual in his direction. Donovan resented Perine's suspicious glances and remarked rather sarcastically:

"Umpire your ball-game, don't pay any attention to me, and you will get along better."

"You've already received all the attention you're going to get from me. On your way!" was Perine's comeback.

Much to his surprize and indignation, Donovan was chased to the clubhouse. The day passed by without further argument. He had nipt trouble in the bud.

The players soon came to the realization that Perine intended to run his game without any interference, and they left him severely alone.

According to Mr. Evans, Tim Hurst, who retired from the American League staff of umpires last year, was "the greatest character the game has ever known," without an equal "as a dispenser of choice repartee and biting sarcasm." Another notable umpire is Jack Sheridan, of the same league. He is the veteran of the diamond, and has seen twenty-six years of service. This career began in an odd way:

Back in the '80's he was a ball-player of

Time's Derelicts

An Advertisement by Elbert Hubbard

A GREAT WRITER once said, "Nothing is more disgraceful than that an old man should have nothing to show that he has lived long except his years." ⚜ How true is this and yet how often do we look about us and see dozens of Time's Derelicts who must depend upon the State, the Community, or worse yet, their own families, for the ordinary comforts that old age requires. ⚜ In youth our every impulse is to expend rather than conserve. But should we not let wisdom play a part, and consider what future life will mean without that independence that now means so much to us while all is sunshine! When the World smiles, emulate the example of the Bees and hoard your Honey. ⚜ To be free for all time, see that in youth you make arrangement for your Old Age. ⚜ THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES will contract to insure your savings. You need not put away great sums. ⚜ If you are still young, an annual deposit of less than Two Hundred Dollars, will yield Five Thousand Dollars to you in cash at the end of twenty-five years—just when you'll need it. The same sum will be paid to your wife or mother or other dependent if you die sooner. ⚜ Life Insurance means peace, content, good digestion and sound sleep. It eliminates worry.

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"Strongest in the World"
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AGENCIES EVERYWHERE! None in your town? Then why not recommend some good man—or woman—to us, to represent us there? Great opportunities to-day in Life Insurance work for the Equitable.

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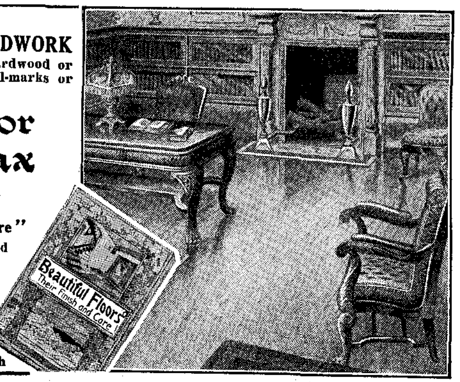

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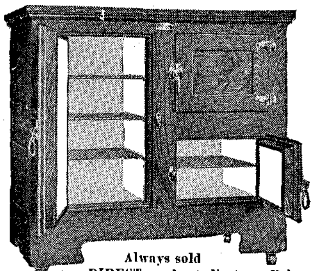

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This book tells how to select the home Refrigerator, how to know the poor from the good, how to keep down ice bills, how to keep a Refrigerator sanitary and sweet — lots of things you should know before buying ANY Refrigerator.

It also tells all about the "Monroe," the Refrigerator with inner walls made in one piece of solid, unbreakable, White Porcelain Ware an inch thick and highly glazed with every corner rounded. No cracks or crevices anywhere. The "Monroe" is as easy to keep clean as a china bowl.

Always sold DIRECT and at Factory Prices. Cash or monthly payments.

The "Monroe"

Most other Refrigerators have cracks and corners which cannot be cleaned. Here particles of food collect and breed countless germs. These germs get into your food and make it poison, and the family suffers—from no traceable cause.

The "Monroe" can be sterilized and made germlessly clean in an instant by simply wiping out with a cloth wrung from hot water. It's like "washing dishes," for the "Monroe" is really a thick porcelain dish inside.

The high death rate among children in the summer months could be greatly reduced if the Monroe Refrigerator was used in every home where there are little folks.

The "Monroe" is installed in the best flats and apartments, occupied by people who CARE—and is found to-day in a large majority of the VERY BEST homes in the United States. The largest and best Hospitals use it exclusively. The health of the whole family is safeguarded by the use of a Monroe Refrigerator.

When you have carefully read the book and know all about Home Refrigeration, you will know WHY and will realize how important it is to select carefully. Please write for book to-day.

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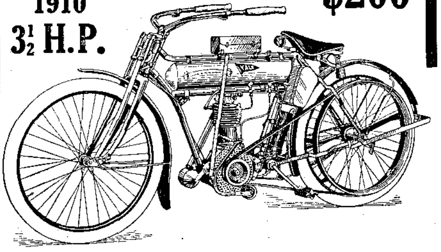

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Proved by performance—not by promises.

1910 3½ H.P. $200

Sworn statement of average upkeep cost in 1909 for *all* repairs, 29 cents.

World's record for endurance (and Silver Trophy Cup) won by Yale Team (3), July 1909, 600 miles averaging 20 miles per hour; a perfect score - no adjustments—and gasoline supply and ignition parts sealed.

The Yale had previously won F. A. M. Endurance Contests for four years.

Non-stop engine test, Jan. 24 to 29, 132 hours indoors, without fan or any other cooling device. Engine was then stopped and machine given a vigorous road test.

(*Ask for booklet about this unequaled performance.*)

The Yale Twin Cylinder, 6½ H.P. $300

IMMEDIATE DELIVERIES —Write for Booklet To-day

THE CONSOLIDATED MFG. COMPANY
1743 Fernwood Avenue Toledo, Ohio, U. S. A.

ability. His work attracted the attention of a manager in the Southern League, who secured him to strengthen his club, which was weak only at second base, the very position in which Sheridan was regarded as star.

The club was playing better than the average ball before Sheridan joined the team; but the manager regarded the pennant as a certainty with Jack in the line-up. Sheridan's arrival was hailed with great joy, as wonderful advance notices had been printed about him. His début was marked by overwhelming defeat of the home team, altho he played high-class ball. The second day also resulted in defeat, and, try as they might, the players seemed unable to win, no matter how well they performed. Finally, after the team had lost twenty-two straight games, Sheridan, who was looked on as the hoodoo, drew his release because of injury to his throwing-arm. The day following his release the team started to win, and managed to finish second in the race, by a wonderful fag-end spurt.

Sheridan was shy on money, and, realizing that he had lost his arm and could no longer earn any money playing ball, set about to beat his way back to his home in San Francisco. He stopt off at Nashville to see a game, and, as luck would have it, the regular umpire failed to show up. Some of the players noted Jack's presence and he was requested to work. He did so well in his initial effort that a regular position was offered him and accepted. Sheridan made his start as umpire in 1884, and is still at it, as king of them all.

Among umpires, players, and even fans, any announcement relative to Sheridan's retirement is treated as a joke. Five years ago Sheridan really did intend to get out of the game, announced his retirement, and then, for obvious reasons, failed to make good. Each year some newspaper-man, more to have a little fun at Jack's expense than anything else, issues a fake announcement of Sheridan's determination to forsake the diamond for good.

At the time Sheridan really did intend to resign he was so situated that he decided he could put his ability to better advantage in another line. In all sincerity he announced his retirement, and went so far as to make a farewell speech at Detroit. In his oration he thanked the fans for the great courtesy they had always shown him, and wound up sarcastically by saying that he was sorry he couldn't accept an urgent invitation to go under the grand-stand and get his block knocked off.

While many of the fans had at various times been sore at Jack over decisions that worked to the detriment of the home team, all of them regretted his determination to quit.

"Forget it and come back in the spring!" was the almost unanimous reply to Jack's speech.

Everything moved along nicely until about the eighth inning that day, when Jack gave a close one against the home boys. There was only a mild protest from the players; but a fan in the bleachers set the crowd, players, and Sheridan himself to laughing, when, in a high tenor voice that carried all over the grounds, he sang:

"We don't care if you never come back!
Just take your clothes and go!"

MARK TWAIN'S CIGARS

A PICTURE of Mark Twain without a cigar or perhaps a calabash pipe would seem unnatural. In referring to the quality of the cigars he smoked, the humorist once remarked that, whenever he held a smoking party at his house, he found that his guests had always just taken the pledge. Mr. E. J. Edwards tells in the Chicago *News* how Mark Twain dropt in upon him one morning a few years ago in evident distress:

"My friends for some years now have remarked that I am an inveterate consumer of tobacco," he said. "That is true, but my habits with regard to tobacco have changed. I have no doubt that you will say, when I have explained to you what my present purpose is, that my taste has deteriorated, but I do not so regard it.

"Let me tell you briefly the history of my personal relation to tobacco. It began, I think, when I was a lad, and took the form of a quid, which I became expert in tucking under my tongue. Afterward I learned the delights of the pipe and I suppose there was no other youngster of my age who could more deftly cut plug tobacco so as to make it available for pipe-smoking.

"Well, time ran on, and there came a time when I was able to gratify one of my youthful ambitions—I could buy the choicest Havana cigars without seriously interfering with my income. I smoked a good many, changing off from the Havana cigars to the pipe in the course of a day's smoking.

"At last it occurred to me that something was lacking in the Havana cigar. It did not quite fulfil my youthful anticipations. I experimented. I bought what was called a seed-leaf cigar with a Connecticut wrapper. After a while I became satiated of these and I searched for something else. The Pittsburg stogy was recommended to me. It certainly had the merit of cheapness, if that be a merit in tobacco, and I experimented with the stogy.

"Then, once more, I changed off, so that I might acquire the subtler flavor of the Wheeling toby. Now that has palled and I have been looking around New York in the hope of finding cigars which would seem to most people vile, but which, I am sure, would be ambrosial to me. I can't find any. They have put into my hands some of those little things that cost ten cents a box, but they are a delusion.

"So I want to know if you can direct me to an honest tobacco merchant who will tell me what is the worst cigar in the New York market, excepting those made for

Pears'

"The pale complexion of true love" assumes a warmer tint by the use of Pears' Soap.

Sold all over the globe.

When—

appetite suggests something good—when health dictates something nourishing—when bodily strength demands something sustaining—in short, when you're hungry.

Uneeda Biscuit

5¢ (Never Sold in Bulk)

NATIONAL BISCUIT COMPANY

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NATURAL APERIENT WATER.
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THE "BEST" LIGHT

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The Cause of Tooth Decay is "Acid Mouth."

The acid is Lactic acid, present in most mouths and caused by fermenting food particles. It gradually eats through the enamel and then decay germs soon destroy the teeth.

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TOOTH PASTE

Overcomes "Acid Mouth" and cleanses the Mouth as well.

Write for Free Trial Tube
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While Pebeco cleanses the teeth, whitens them and *keeps* them white, overcomes soft, bleeding gums and maintains the mouth in a healthy condition, it also overcomes acidity. It is a soft, smooth paste, very pleasant to the taste and valuable in overcoming unpleasant breath.

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Chinese consumption—I want real tobacco. If you will do this and I find the man is as good as his word I will guarantee him a regular market for a fair amount of his cigars."

I saw that Mark Twain was really in earnest and after making inquiry took him to a tobacco dealer who I knew would tell the truth, who, if a cigar was bad, would boldly say so. I introduced the humorist to this man, explaining our errand, and he produced what he called the very worst cigars he had ever had in his shop. He let Mark Twain experiment with one then and there. The test was satisfactory.

"This is, after all, the real thing," exclaimed Mark, with delight. "I will now negotiate for a box of them and take them away with me so that I may be sure of having them handy when I want them."

A few minutes later, with a hundred of those awful affairs tucked fondly under his arm, with one of them scenting up the whole neighborhood from its position between his lips, and with the parting assertion that he had discovered that the "worst cigars, so called, are the best for me after all," Mark Twain went happily to his home.

I afterward learned that for some months he was a steady purchaser of those cigars.

EXPERIENCES OF A CENSUS ENUMERATOR

The census enumerators are not allowed, of course, to divulge any of the information they collect for the Government's purposes, but there is no law against their telling some of the comic or, it may be tragic, incidents of their work. One girl, Miss Beulah Frank, wanted to observe human nature, so she became a census taker in a New York City residence section. She tells of interviewing a thousand persons in three days, of being "rebuked by sweet, elderly women, janitors, invited to tea by sweet, elderly women, received with open arms at some houses, and reproved and reviled at others." To quote from her story in the New York *Evening Mail:*

> The first day I had to see a suffragette and she objected to signing the paper because she said she didn't consider her husband the "head" of the house. I pointed out that it was a government offense if she refused to sign and she told me she would think it over and that I should come back at a later date.
>
> That is one of the things that make it difficult for the census taker. If people would only sign and have it over with we could get through so much sooner.
>
> I had quite an amusing experience with an old colored woman who answered the door when I rang at a private house. She asked me what I wanted and I said I must see the mistress of the house.
>
> "But ye cy'ant see her, honey—she done been 'sleep and she cy'ant be disturbed." I persisted, but the old mammy was stubborn.
>
> "Cy'ant I do it?" she asked again and again.
>
> Then, seeing that it was hopeless, I said: "I am the census taker and only the mistress can fill out this census slip." The old colored woman chuckled, and answered:

Equally Suitable for Men's or Women's Clothing

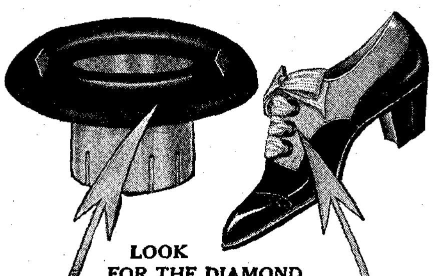
Moth Proof Red Cedar Chifforobe
SENT ON 15 DAYS' APPROVAL

This beautiful Chifforobe has the best features of a Chiffonier and a Wardrobe. Is built of Southern RED CEDAR, the only absolutely moth-proof wood. Has air-tight doors. Is guaranteed moth, dust and damp-proof. No camphor or moth balls required. It eliminates cold storage expenses on furs, woolens, etc.

Comes in hand-rubbed piano polish or dull finish. Just the gift for a June bride. Buying DIRECT from our factory, saves middleman's profit. We prepay freight east of Mississippi River. Return at our expense if not pleased.

Write for our beautiful catalog showing many designs in Red Cedar Chests. Highboys and Chifforobes at prices that will interest you.

Piedmont Red Cedar Chest Co., Dept. 18, Statesville, N. C.



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FOR THE DIAMOND

You would quickly condemn a stylish shoe with a roughly finished seam—why overlook the eyelets? There are from six to twenty-four of these in each shoe. They are very important. When worn "brassy" they mar the appearance of your foot.

DIAMOND
FAST COLOR
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ARE THE ONLY shoe eyelets made with tops of solid color. They retain their bright, new appearance long after the shoes are worn out. They simply

CAN'T WEAR "BRASSY."

When buying shoes look for the little diamond shaped ◆ trade mark slightly raised on the surface of the eyelets. Its presence is a guarantee of shoe quality.

Ask your dealer about them, or write us for descriptive booklet. It's nteresting

UNITED FAST COLOR
EYELET CO.
Boston

"Why, honey, it wouldn't do you no good to see my missus; she's old and feeble-minded; she ain't got no senses!"

Another house I went to was on a side street—a modest little apartment without a hallboy. I knocked at the door and heard a voice within saying:

"Go to the door, Tony; Tony, go to the door."

But as Tony didn't seem disposed to obey, I rapped again—louder this time.

Once more I heard a sweet, coaxing voice, "Open the door, Tony, I say."

And then quite suddenly the door was flung open and a pretty woman stood apologizing. I explained my mission, and she said:

"Well, you'll have no difficulty with me—there's only one in this apartment, and that's myself."

"How about Tony?" I asked.

"Oh," she replied merrily, "you shall meet Tony," and as she called the name a big black cat nearly two feet high sprang into her arms.

She showed me a little knob built in the door about two feet from the jamb, and Tony had been taught to turn the knob with his paw.

I had one very sad experience Saturday. I called at a home where the husband asked me to leave the census slip. He explained that he did not wish to fill it out that day as he had just returned from the hospital where his wife was dangerously ill. I promised him that I would return Monday.

When I went back Monday I noticed that the house was hushed and darkened. The maid brought me the census slip saying:

"Mr.—— could not see you to-day. His wife has just died."

By a strange coincidence at the next house I went to I was met by a pretty nurse, who told me I had just come in time to add a new name to the list.

"The new arrival is only an hour old," she said.

A big, brawny woman janitor was the next person I had to see. She was down in the furnace room shoveling coal into the furnace with a pitchfork, and the red flames lighted up her bulky form with a diabolic glare. I put up my questions to her timidly.

She jammed the pitchfork down on the cement floor and told me she "didn't believe in them noncensus people."

"I ain't goin' ter tell yez me business, so yez kin git along," she said and turned to the furnace again.

"But can't I see your husband?" I pleaded.

"No, yez can't—it wouldn't do yez naw good—he's a little feller, and it's none o' his business neither—so there!"

I finally got an officer, who helped me to convince the amazon.

Miss Frank remarks that she did have a good deal of trouble with women who refused to tell their ages. But she discovered a way to catch them.

I called on three bachelor girls, one of whom positively refused to say how old she was.

"Well, then," I told her, "I can't leave that space blank so I'll just put down thirty-

GREAT BEAR SPRING WATER
50c per case of 6 glass stoppered bottles.

Rexall
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Two Sizes, 50c. and $1.00
Keeps scalp and hair clean - promotes hair health
Your Money Back if it Doesn't
Sold and guaranteed by Only One Druggist in a place. Look for The Rexall Stores
They are in nearly 3000 towns and cities in the United States and Canada
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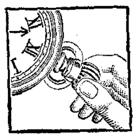

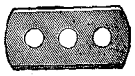

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USE MENDETS
A PATENT PATCH
They mend all leaks in all utensils—tin brass, copper, graniteware, hot water bags etc. No solder, cement or rivet. Any one can use them; fit any surface; two million in use. Send for sample pkg. 10c. Complete pkg. assorted sizes, 25c postpaid. Agents wanted.
Collette Mfg. Co., Box 151 Amsterdam, N. Y.

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Busy wives who use SAPOLIO never seem to grow old. Try a cake...
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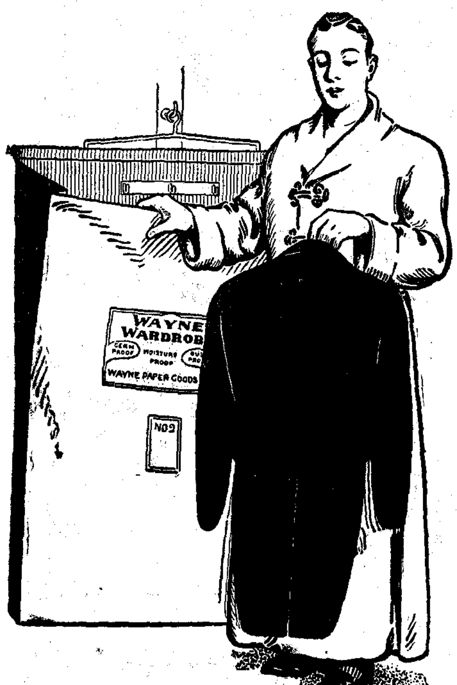

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Have it ready to wear when you want it—fresh and free from wrinkles—without the necessity for constant pressing.

Keep it away from dust and soot—safe from the ever flying moth—by simply slipping it into a

Wayne Cedared Paper Wardrobe

after each evening's wear.

The Wayne Cedared Paper Wardrobe is the ideal storage protection for all garments all the year 'round. But it is most valuable for day-to-day use. It makes the care of the clothes easy—keeps their looks—doubles their life.

It is a minute's work to slip party frock, evening wraps, your Sunday suit, into a Wayne Wardrobe and close the top. Each garment hangs full length and uncrushed in a dust-proof, moisture-proof, germ-proof receptacle, fragrant with a delightful cedar odor instead of obnoxious with tar-paper, camphor or moth balls. Yet this pleasant cedar smell does not cling to the clothes.

Wayne Wardrobes Will Last for Years

Made of tough and pliable rope paper; a stout steel hanger outside and a row of steel hooks inside bear all weight—none comes on the paper. An extra wide opening and accordion-pleated sides give ample room. Notice the reinforced square bottom and metal clasps for closing.

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Other sizes at dealers.

"How to Care for Clothes" Free for a Postal

This booklet is most valuable to every man or woman—sent free for a postal. It gives you hints on the care of clothes that will make them look better and last longer. (26)

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H. MENGES
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180 Menges Building, St. Louis, Mo.
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five. She was horrified when I proposed this, and said quickly:

"Why, I am only twenty-eight."

The majority of women leave the age space blank when they return the sheet. Some of them won't say whether they are divorced or not. Others are shy about divulging the frequency of their matrimonial ventures. Altogether the census taker has as hard a time of it as the people.

The horses and cows are the best. For every stable the census taker gets ten cents extra, and the animals haven't the slightest objection to telling their right age.

AT A CANNIBAL FEAST

The recent report of the eating of two missionaries in the South Sea Islands reminds us that in one corner of the world, at least, this peculiar dietary custom is not yet extinct. A writer in the London *Daily Mail* tells of having seen a letter from a man who only a few months ago chanced to be a guest at a cannibal dinner party. This was Micholitz, the veteran orchid-hunter, who has sought for that precious flower in all its remote and likely haunts in the world. He has, of course, had many adventures and hairbreadth escapes from savages and wild beasts. One of his experiences among the cannibal tribes of New Guinea is told as follows in *The Daily Mail*:

In one of the islands (the usual sufferance and assistance having been purchased in Micholitz's own manner), a native fell with a huge mass of the *Dendrobium Schroderianum*, which he had torn from the rock, and broke his leg in two places. At once, and with great avidity, some of the unfortunate man's brethren rushed to the spot and carried him away to their village, where they deposited him in the chief's hut.

Micholitz, always ready to seize such an opportunity as this mishap offered to show his good intention and his power, urged his services forthwith as medical adviser. But he was told: "The chief will attend to him."

The chief did attend to him, for on the next morning the orchid-hunter received from the hand of that potentate's head executioner an invitation to the feast! Micholitz knew at once what had happened. He says: "I was well aware they were all cannibals and very fond of 'long pig,' as they commonly call their human victims."

He first inquired warily in what capacity he was expected to attend the feast, as a guest or as the dish? After being reassured on the point he thought it best to accept the well-meant hospitality, and prepared a message to the chief that he would be pleased to be present. He had still to consider how he could attend without participating, and was naturally fearful of giving offense in that direction.

However, he finally bade the ambassador inform his chief that to his (Micholitz's) keen regret he would not be able to partake of the great dish, because his familiar would be highly displeased if he ate anything but fruit and vegetables on that particular day, and he might bring some great calamity upon them all by offending his familiar spirit.

. . . .

The "honored guest's" request to be ex-

Razor Reason

This indicates the thickness of a Keen Kutter Safety Razor blade — heavy enough to be SAFE.

This indicates the thickness of the water thin kind—light enough to be UNSAFE.

A "Safety Razor" is not a *safe razor* if its blade is so light that a four days' growth of tough beard will make it spring on the face.

The Keen Kutter Safety Razor is a true "Safety" because its blades are heavy enough to be rigid while shaving, but not heavy enough to add perceptibly to the thickness of the razor head.

KEEN KUTTER
Safety Razor

E. C. SIMMONS KEEN KUTTER TRADE ST. LOUIS U.S.A. MARK

blades are made just as they are because long experiment on the part of the makers proved conclusively that their present form *couldn't* be improved upon. Twelve of these perfect blades come with each razor—hand honed and stropped, ready for instant use and long use.

Every Keen Kutter Safety Razor is guaranteed. If you buy one and it fails to shave easy, and fast, and clean, return it and ask for your money.

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No. K-1—Silver plated in genuine Black Leather Case, $3.50.

No. K-3—Gold plated in genuine English Pigskin Case, $5.00.

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St. Louis and New York, U. S. A.

6 years 10 years 8 years
Names on request.

LEARN THE STARS

These Syracuse children learned in a few minutes to find any constellation and to tell where any constellation is to be found at any time. Don't you think you also could understand the **Kullmer Constellation Finder?** A new invention that *points right at them*, tells you their names and shows what to look for. An ornament, too, and a fine subject for conversation. Price, $5.00 express paid. Register your letter with the *mail-carrier*. *Agents wanted*.
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IN CORRECT SCRIPT, COPPER PLATE
THE QUALITY MUST PLEASE YOU OR YOUR MONEY REFUNDED
SAMPLE CARDS OR WEDDING INVITATIONS UPON REQUEST
SOCIAL STATIONERS **HOSKINS** PHILA.
912 CHESTNUT ST.

cused eating of the meat was accepted, the chief evidently being afraid to provoke the anger of the orchid-hunter's familiar. Micholitz persevered with his vegetarian meal in the gruesome surroundings of the feast, and washed his fruit down with drafts of kava, which had been prepared in the orthodox manner, the women having chewed the kava root first.

During the course of the meal the chief express his great regret that he had been unable to offer a roasted baby, which he said he considered superior to sucking-pig.

"To tell the truth," the chief explained, "my emissaries have been faring very badly at the hands of some enraged women, whose babies they had thought round and plump enough to appear before me at the feast."

Micholitz concludes his account of this grim experience by dilating on the pleasure with which he left the scene.

BRINGING IN THE "SANTURCE"

When the oil tank steamer *Ligonier* crashed into the *Santurce*, as she was moving slowly through the fog off Cape Cod one evening last week, she tore a hole through the *Santurce's* starboard quarter, ten feet wide across the iron deck, and reaching far below the water-line. Then, we read in a Provincetown dispatch to the New York *Evening Sun*—

> The whole ocean seemed to find that giant vent on the instant and the after water-tight compartment was flooded in a twinkling. Only the captain's shouted order to close the bulkheads at the moment of collision saved the ship from immediate foundering. As it was, the whole after half of the ship was submerged within a moment after the collision and the water was over the deck clear to the mainmast, that spar rising like a tree from the water when the ship came into this harbor.
>
> When the ships came together sixteen of the *Santurce's* men, including the first and second officers, made wild leaps, caught upon the rails and swarmed aboard the *Ligonier*, leaving only five men with Captain Foelker on the *Santurce's* sinking hulk. The fog was dense, but the wind was light and sea smooth, fortunately, else the *Santurce* would not have remained five minutes above the sea. Following the closing of the collision bulkheads the *Santurce* remained afloat bow high out of water, buoyed up by the air in her forward compartments, but the bulkheads were groaning under the great strain, and water began to seep through into the engine-room from the flooded compartment, presaging the swift destruction of the craft.

For a while the fog hid the *Ligonier*. Then appeared a boat bringing back the *Santurce's* first officer, to stay with his ship and to share the fate of his skipper. Captain Foelker hailed the *Ligonier* and asked to be towed into port, but in the noise and darkness his shouts were apparently unheard. At any rate after another hour she moved off, leaving the stricken steamer alone in the fog. Captain Foelker now turned his prow harborward and his handful of helpers did what they could to keep the ship afloat.

Away aft there was a fifty-ton tank of water. A pump was attached to it and the tank was drained, resulting in a slight uplift of the stern, but about the time the big job was accomplished a bulkhead near the

Do You Know

that all fruit from California that is served at your table has been carried across the continent exclusively in BOHN REFRIGERATOR CARS and delivered at the wholesale market as fresh as when loaded? You can obtain the same perfect result in preserving food in your home by using a

Bohn Syphon Refrigerator

which is constructed on the same principle, being equipped with the

Bohn Dry Air Syphon System

The provision chambers are lined throughout with genuine porcelain enamel which is absolutely indestructible.

Send for "Cold Storage in the Home," free

White Enamel Refrigerator Company

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Terrific Air Suction. **Rushing, whirling, sucking air cleans, carpets, rugs, mattings on floor, without sweeping or dusting.** No motors, no electricity. Constant suction. **New Home Vacuum Cleaner.** New principle. **One person operates.** Child or weak woman can handle easily. Weighs nine pounds. **Simple—powerful—effective.** It's the constant suction that does it—**terrific, irresistible, sure.** Sucking, drawing—gathering up into itself **dirt—dust—grit—germs** and **grime** from the very warp and fibre of carpets, rugs, mattings. Does same kind of work as high priced machines. Price so low all may enjoy its benefits. Unlike anything you've seen or heard of. Makes carpets look like new. Better than if taken up and beaten. Raises no dust, so no dusting required. Does what days of sweeping and pounding could never do. Mrs. Jane Shully, Neb., writes. "You don't claim half enough. I wouldn't part with my cleaner for any price, if I couldn't get another. My ten year old girl operates mine easily and enjoys it."

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You Can Abandon Brooms, Brushes and Dust Cloths.

They don't clean your rugs and carpets. Brooms and sweepers fill the air with clouds of **unhealthy disease-laden dust** and **germs** and remove only surface dirt. **New Home Vacuum Cleaner** sucks up not only surface dirt, but **all dirt, dust, grit** and **germs** from in and beneath. Disturbance and upheaval of house-cleaning unnecessary. Stop short! Put drudgery behind you—leisure and health before. In **New Home Vacuum Cleaner** lies your salvation from household slavery. Adopt the new—easy—modern—sanitary—scientific way of cleaning.

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Think of it! Not $100, $50, nor even $25—**only $8.50.** Think! what a small price for such a wonderful invention. What's **$8.50** compared to a neat, clean home; when you can banish forever the drudgery of **sweeping—cleaning—dusting;** when there will be no more carpets and rugs to take up and beat. We guarantee **New Home Vacuum Cleaner** to be just as represented or your money back. Comes set up ready for use. You will be delighted—enraptured with it. Mrs. Henry Deller, R. I. "I must thank you for telling me of your wonderful cleaner. What a God send it is to women. I have not felt so rested in years. Work now easy. Plenty of spare time. Don't see how you can sell it so cheap." Don't wait; don't hesitate. **Order now.** You risk nothing. To try a **New Home Cleaner** means to want it—then to keep it. Every cleaner tested before shipping—guaranteed as represented or money refunded. Send for a cleaner now.

$8.50

Sent Anywhere

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Women excited—eager to buy as soon as they see how beautifully it works. **No trouble to make sales—** no experience required. **Just demonstrate—that's all.** Shown in three minutes—**sold in five.** C. E. Goff, Mo., says: **"Sold five cleaners last Saturday;** my first attempt. W. H. Morgan, Pa., **"Sold 45 cleaners in 25 hours."** It's immense. So simple—so cheap. Yet so good, all buy. **YOU make money. YOU get these big profits. Write a card now.** Get our liberal proposition.

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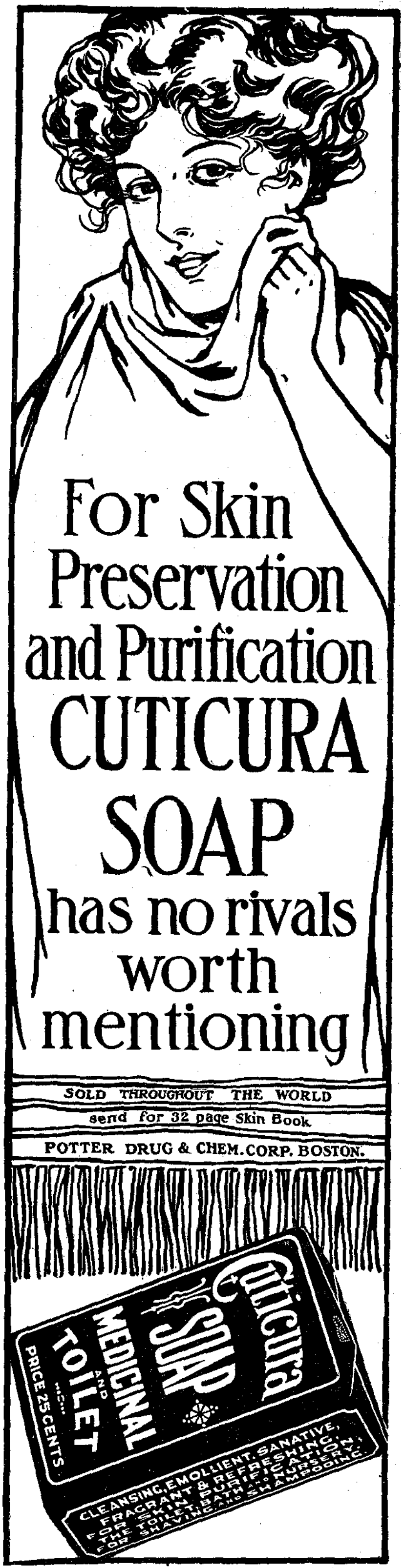

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1910 EDITION
EASY TO UNDER-STAND

tank gave way, and another hundred tons of water was quickly added to the other hundreds that had previously flooded the interior.

Meanwhile the men in the fire-room and engine-room had watched the compartment bulkhead at their backs while rushing the engine. They had seen that iron wall bulge and tremble. When the second great rush of water occurred, causing the stern of the ship to settle suddenly, the little band of seven men, Captain Foelker, Chief Officer Garron, Purser Van Bogart, Chief Engineer J. Torrance, Quartermaster Harry Newton and two oilers, despaired of saving the ship. They lowered a boat and, boarding her, left the ship's side, expecting her to founder momentarily. The engines had been stopt. They hung near the apparently doomed craft for a few minutes, then perceiving that no further settling had occurred, they went back to the ship and resumed their groping harborward. . . . .

South of Wood End a fishing-launch was encountered. The men of the launch refused to board the ship, fearing she would sink beneath them, but they kept close alongside her and piloted her into this harbor at 5 o'clock this morning. . . . . .

No man of these wreck-infested parts ever beheld a ship sunken in such fashion as was the *Santurce* when she gained harbor. Her forefoot reared high above the sea, and her whole after-hull was invisible, but the craft, by a miracle, had kept afloat for ten hours, upheld by one stout bulkhead wall below decks. . . . . .

The *Santurce* was beached upon the flats in the harbor at 8:30 o'clock and powerful pumps will be employed to free her of water. Temporary repairs to the hull here will precede removal of the craft to Boston for permanent repairs. The *Santurce* was in ballast only, and all Cape Cod is wondering at the pluck of her young commander.

A RACE WITH A GRIZZLY

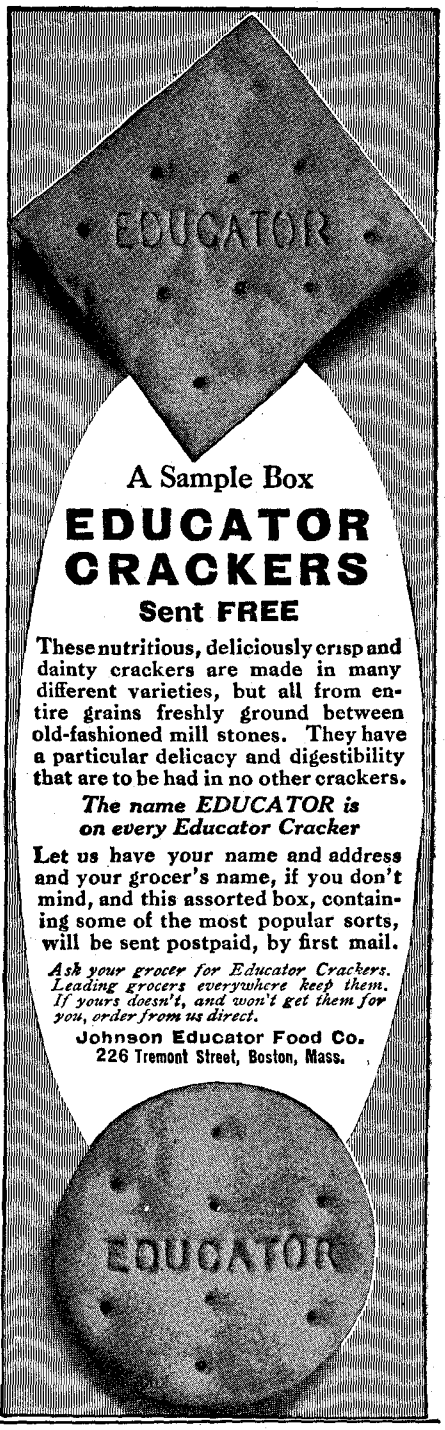
The longer a hunter lives, and the more he hunts, the greater is his respect for the grizzly, says Mr. A. M. Powell, in his recent book on "Trailing and Camping in Alaska." The writer tells of shooting at a brown silvertip grizzly when he had but one load in his revolver.

The grizzly rolled over, bawled, and performed the other usual preliminaries, and then turned his attention in my direction at a rate that indicated a final settlement in about nine seconds.

When I twice snapt my revolver, the truthfulness as well as the awfulness of my mistake dawned; no, it *broke* in upon me with startling suddenness. I desired very much to explain and apologize; but, as that bear was half-way down the hill, and his jaw-clapping indicated a ruffled disposition, my legs positively refused to remain there; and, besides, I felt that they needed exercising.

At once I discovered that I was a remarkably good starter in a foot-race. My hat was left where it indicated the starting-place very accurately, and I should not have stopt to pick it up if it had been filled with gold.

I directed my course for the Nabesna River, about fourteen miles away, and planned to run by the pack-train so that



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What Kind of Christianity Shall be Carried to Japan?

Read "THE JAPANESE INTERPRETATION OF CHRISTIANITY" by William E. Griffis, D.D., in THE HOMILETIC REVIEW for May. Per copy, 30 cents; per year, $3.00.

FUNK & WAGNALLS COMPANY, NEW YORK

"What Do You Think of That Face?" the author asked one of his deacons while he held his hand over the white tie and clerical garb of the individual whose portrait he held to view. "That," replied the deacon—who was a shrewd observer of human nature—"is the face of some smart business man, a successful dry-goods merchant in all probability." This introduces the sketch of *"A Successful Preacher,"* and by the title it will be seen that the deacon was not altogether wrong. It is the same with the other sketches in Rev. James H. Campbell's ***"CLERICAL TYPES"*** 20 different types of clergymen. Have you met them all? "*The clergyman may gain instruction*, if the layman finds only interest, in a perusal of its pages," *N.Y. Times*. 217 pp. Appropriate cover, $1 postpaid.

FUNK & WAGNALLS COMPANY **New York and London**

my partner would know the direction I was traveling, and so also that he might cover the retreat with his rifle.

There was an open flat about six jumps ahead, a distance that is much greater than the reader may imagine. As the bear was running at an angle which would head me off at that point, and as I was interested in the outcome, I glanced over my shoulder to see just how it was going to be done. I then fortunately observed that just before reaching the place of collision I should pass a small bunch of brush, and for a moment we should be out of sight of each other.

Right there I jumped my train off the track and rolled it down an embankment, while the bear punctually arrived at the flat, only a few yards away.

After pointing his nose upward and emitting a loud snort, he became interested in the unusual sight of the pack-train. I bravely held my breath so as not to disturb his meditations, and when he again snorted, my heart acted rudely, and I shrank up perceptibly. Vainly I listened for the report of a rifle, but the bear shuffled safely away. Then I straightened up and walked to Dashiell and inquired why he hadn't shot.

Between spasms of laughter, he replied: "Why, man, it wasn't *my* bear-fight!"

MR. ROOSEVELT TO-DAY

"T. R. is the same—only more so." This is Mr. H. B. Needham's answer to the question of what Mr. Roosevelt's year in Africa has done for him—or to him. This correspondent of *Collier's* asserts that the ten months in the jungle have made the ex-President ten years younger.

He went away past middle life. He returns about forty-one years old. And Professor Starr prophesied he would die of sleeping-sickness!

The "big" story from Egypt, from Naples, from Rome, from anywhere over the sea, is simply a bulletin telling of the rejuvenescence of Roosevelt. Obviously, the one thing which countless Americans desire to know is what manner of man they will meet with when Colonel Roosevelt arrives in New York about the middle of June.

They will find him appallingly healthy and effusively strenuous—even more strenuous than ever. They will realize that they have an ex-President on their hands unlike any other "retired" occupant of the White House. But they need not puzzle their heads over the mooted question: "What are we to do with our former Presidents?" As a private citizen, Colonel Roosevelt will find his own work to do and do it as befits the man.

Oddly enough, the first thing that struck me in Colonel Roosevelt's appearance, as he walked down the gangway, was his clothes. He wore a gray tweed suit—and it was well pressed! The wrinkle to the coat, the bag to the trousers, so usual with him, were conspicuously absent. Whether this be a characteristic of second youth or not, I can't say. The first near view of his sunburnt face told the story of his regeneration. How Mike Donovan would have enjoyed this first sight of him! I remember talking with Donovan, an ex-pugilist, but a thoroughly good citizen, who acted, at

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Quarts 73c each

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Send to-day for Grenville Kleiser's new book, "HOW TO DEVELOP POWER AND PERSONALITY." 12mo, cloth, $1.25 net; by mail, $1.40.
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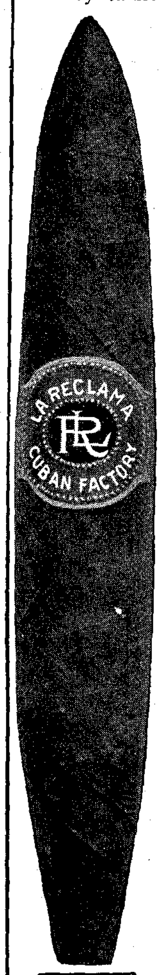
Every sprig of tobacco in this cigar, excepting the wrapper, is Cuban-grown Havana. Money cannot buy better tobacco—it isn't grown. The MAGNETO is a generous bunch of Cuba's best tobacco rolled into shape by a native Cuban, and wrapped with a covering of Sumatra; mild and delicious to the last puff, and just large enough to satisfy any smoker.



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More than 30 years ago we started making cigars. Our factory then was a mighty small affair. Our entire output went to a few personal friends. They thought well enough of our goods to tell their friends, and they bought. In this way the first factory selling direct to the smoker was started.

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We want you on this list and ask you right now while our announcement is before you to write us for a trial box of MAGNETOS.

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one time, as Roosevelt's physical trainer. After commenting on the then President's remarkable physique, Donovan added, with something of a sigh:

"But he's got on about twenty pounds too much. Dieting would take him down, but he just can't diet. You see, he has to go to dinners and banquets, and he will keep nibbling."

Before Roosevelt left the White House the "twenty pounds" was nearer forty. Despite his violent exercise—including the hundred-mile ride—he was beginning to show heaviness about his jaws and *embonpoint.* All that is gone now. He seems not to have a pound of superfluous weight. His eyes are markedly bright—and nothing gets by them. His skin is clear and his cheeks hard. Wrinkles are scarcely to be found—indeed, many a woman on the "right side of forty" would be delighted if her face were as free from crow's feet. What little gray there is in his mustache and hair is not visible a few feet away. It will be easy enough for a country editor to run a photograph of Roosevelt taken when he was Civil Service Commissioner, and get away with it.

And, of course, in talking, his teeth snap together like a steel trap! When one thinks of aged Aldrich, of old Uncle Joe, of Ballinger, of Knox, of men of ordinary physique who have lost vigor in the political game; of Taft, who is aging under the trials of the Presidency, one appreciates what a tremendous advantage rests with Roosevelt should he pitch into any or all of them. His superb health, his resistless youth, would mean half the battle at the very onset. Heaven help the man who goes up against him! He is like a fighter trained to the minute—on his feet the instant the gong sounds—and eager to engage his antagonist. There is a saying in the prize-ring that a champion, once he retires, "never comes back." This is another precedent which Roosevelt has already broken. . . . . . .

The day following the sensational events in Rome, one of the American correspondents who met Roosevelt in Egypt epitomized the cinematographic tour by a piece of acting. Throwing out his chest and striding across the room, he said: "This is the way we entered Khartum." Then, bending almost double and walking feebly with the aid of his stick, he whispered: "And this is the bunch when the Colonel gets through with us in London." . . . . . .

I asked Colonel Roosevelt to tell me what, besides the splendid gain in health, strength, and nerve power, he had got out of his trip to Africa.

"It may seem to you surprizing," he said, "but I am not a person who is given to introspection. I haven't analyzed. I wanted to go to Africa—and I went. I am not one to hang on the fringe of greatness. I enjoyed the work of the Presidency immensely, but when the time came to give it up, I turned to the next thing."

"And now what is the 'next thing'?" I asked.

"The four addresses I am to make at Paris, Stockholm, Berlin, and Oxford."

"And the 'next thing' when you get back to America?"

"I really don't know." Colonel Roosevelt referred to his editorial work, and spoke particularly about his forthcoming book. For a month after his return his time will be fully occupied with home

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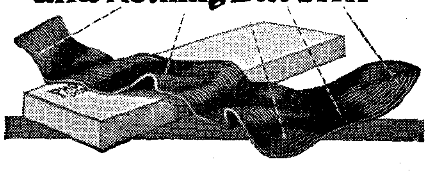

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matters and with his book. Before landing at Khartum, he had completed the writing —including appendix and foreword—but he purposes to work painstakingly on the proof. This book he intends shall "last." And it will; for, quite aside from the literary excellence and entertainment which the book is sure to possess—the record of a true sportsman, a thorough naturalist, and a keen observer of primitive peoples—it is likely to remain the unique achievement of a man who has been President.

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SECOND ASTRONOMER—"No, thanks, I only look at my own comets."—*Fliegende Blaetter.*

No Trade for Him.—"When you are grown up," queried the visitor, "will you be a doctor, like your father?"

"Oh, dear me, no! Why, I couldn't even kill a rabbit," replied the boy with great frankness.—*Ladies' Home Journal.*

All in the Family.—FIRST FAIR AUTOIST —"Did you have to pay any damages to that man you ran over?"

SECOND FAIR AUTOIST—"No. Fortunately, he was my husband."—*Jewish Ledger.*

New Weapons.—"Western bad men no longer make notches on their six-shooters to keep a record of men they've killed."

"No?"

"No. Now they keep the notches on their six-cylinders."—*Brooklyn Life.*

Pretty Mean.—A new-made widow called at the office of an insurance company for the money due on her husband's policy. The manager said: "I am truly sorry, madam, to hear of your loss." "That's always the way with you men," said she. "You are always sorry when a poor woman gets a chance to make a little money."—*Tit-Bits.*

Only One.—Little Jack's mother showed him a letter from a "new aunt," who had attained to this relationship by marrying Jack's favorite uncle.

"Mamma," said Jack innocently, as he laboriously spelled out the signature, "Belle Paine," "does aunty pronounce her front name in two syllables?" —*Lippincott's.*

Enough Said.—IRASCIBLE OLD GENT (to school-girl who has collided with him)—"When you run into people like that you should say, 'I beg your pardon.'"

GIRL—"There worn't no need. I heard what you said."—*Sydney Bulletin.*

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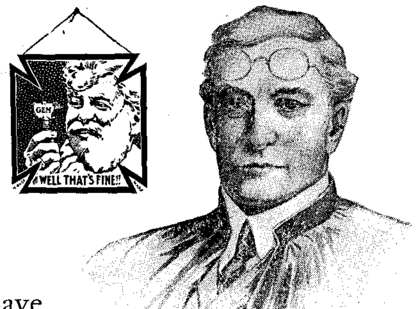

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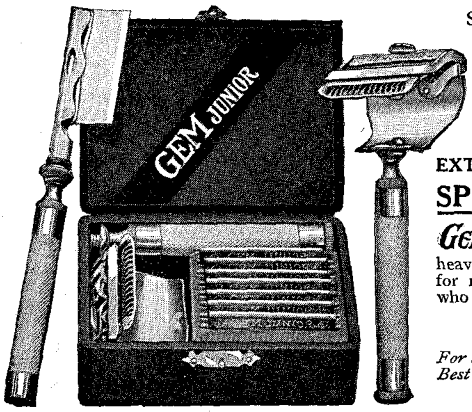

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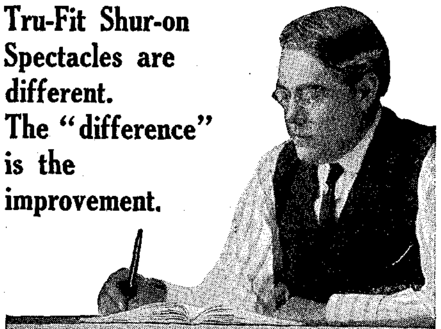

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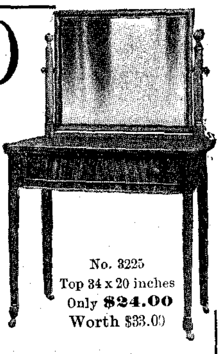

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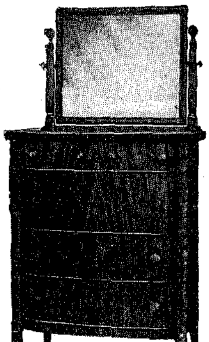

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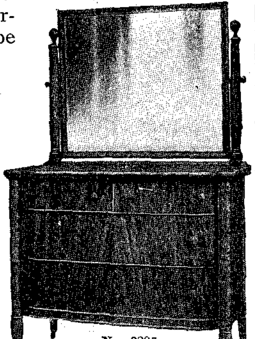

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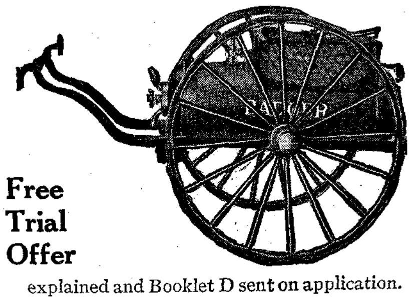

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CURRENT EVENTS

Foreign

April 29.—Dispatches from Seattle state that the Rev. Horatio Hopkins and Hector L. McPherson, Presbyterian missionaries, were eaten by cannibals on one of the South Sea islands on February 5.

Ex-President Roosevelt and family are guests of the Queen of Holland.

The English Budget is signed by the King and becomes law.

April 30.—The Albanian rebels are defeated by the Turkish forces near Katchanik Pass.

May 1.—Nord Alexis, former President of Haiti, dies at Kingston, Jamaica.

May 2.—Ex-President Roosevelt arrives at Copenhagen and visits Crown Prince Christian.

May 4.—Commander Peary receives the gold medal of the Royal Geographical Society at Albert Hall, London.

A victory for the Albanian insurgents is reported from Constantinople.

May 5.—An earthquake at Cartago, Costa Rica, kills 500 people and injures many.

Ex-President Roosevelt delivers an address on international peace before the Nobel Prize Committee at Christiania, Norway.

May 6.—King Edward VII. of England dies in London.

Domestic

WASHINGTON

April 29.—President Taft leaves Washington on a trip to Buffalo, Pittsburg, Cincinnati, and St. Louis.

Secretary Ballinger states emphatically before the investigating committee that all the Glavis charges are false.

May 1.—Rear-Admiral Philip Hichborn, retired, dies at Washington.

May 2.—The Senate passes a bill creating a Bureau of Mines in the Interior Department, and confirms the nomination of Governor Hughes as Justice of the Supreme Court.

May 3.—The traffic agreement and merger provisions of the Railroad Bill are struck out in the Senate.

In the House the traffic agreement section of the Railroad Bill is struck out and a long-and-short-haul clause adopted.

May 4.—The Senate passes the Pension Appropriation Bill, and a bill providing for raising the wreck of the *Maine*.

May 5.—The House adopts an amendment to the Railroad Bill favoring carriers by water.

Speaking in the Senate, Senator Bourne, of Oregon, defends the primary election law in his own State, Senator Bacon, of Georgia, protests against the present method of choosing Federal office-holders in the South, and Senator Carter, of Montana, urges that the post-office be taken out of politics.

GENERAL

April 29.—Several arrests are made upon evidence secured by agents of the grand jury investigating the "white-slave" traffic in New York City.

April 30.—In a speech at Buffalo, the President defends Secretary Ballinger and praises Governor Hughes.

The Chicago *Tribune* publishes a statement of a member of the Illinois Legislature charging that William Lorimer was elected to the United States Senate last year through the bribing of certain Democratic legislators.

May 1.—J. Q. A. Ward, the sculptor, dies in New York City.

Six thousand bakers go on strike in New York City.

Prince Tsai Tao, of China, arrives in New York from Washington.

May 2.—Speaking in Pittsburg, President Taft praises Secretary Knox for his able and successful diplomacy.

May 3.—President Taft spends the day in Cincinnati.

The resolution favoring the Federal Income Tax Amendment is defeated in the New York State Assembly.

John H. Converse, president of the Baldwin Locomotive Works, dies at his home near Philadelphia.

May 4.—President Taft speaks at a luncheon in St. Louis and leaves for Washington.

The Federal Income Tax resolution is defeated in the Massachusetts House of Representatives.

May 5.—An explosion in the Palos Coal and Coke Company's mine at Palos, Ala., buries 180 miners.

Prince Tsai Tao of China leaves New York for England.

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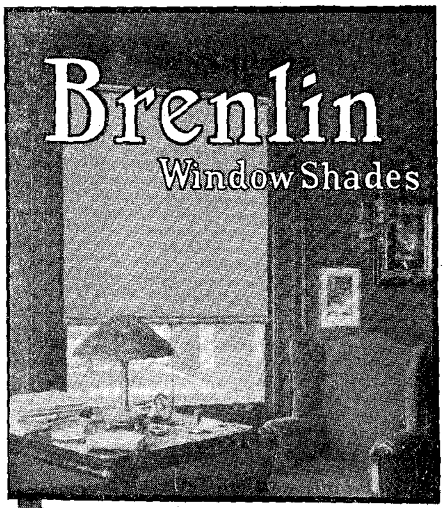

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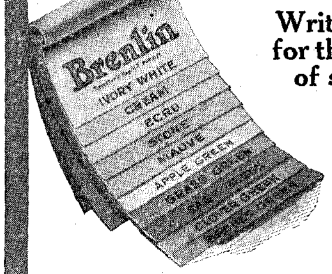

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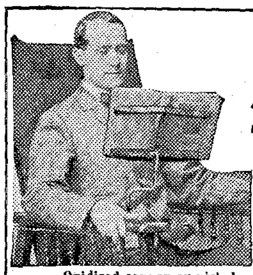

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

☞ *Inquirers desiring prompt answers will be accommodated on prepaying postage.*

"M. E. W.," Huron, S. D.—"What is wrong in the use of the word 'mitigate' in the following sentence: 'It does not mitigate against a rich or a poor man as such'?"

The first error to be noted in connection with the verb "mitigate" in this sentence, is that it is here used intransitively, whereas it should be followed by an object, as this verb is always transitive. In the absence of further context, it is difficult to pass upon the exact meaning to be conveyed by the sentence submitted, but the verb "militate" would apparently be the correct one to use, according to the definition as given in the STANDARD DICTIONARY (p. 1123, col. 3): "militate, *vi.* To have weight or influence (in determining a question): followed by *against* or *with* . . . as, this evidence *militates against* your hypothesis."

"S. H. M.," Uniopolis, O.—"Kindly give the definitions of the words 'epic,' 'lyric,' and 'didactic' as applied to poetry."

Epic poetry is that in which the action, presented by means of narration and description, is expressed in a lofty and impressive style. Milton's "Paradise Lost" is indicative of this class of verse.

Lyric poetry is the poetry of sentiment, giving expression to emotion and feeling. It represents such verse as could have been adapted in ancient times to the music of the lyre, and hence it has a musical quality. Sonnets and odes are included in this classification.

Poetry of the intellect rather than of the feelings, which aims to teach some truth or principle, is termed didactic, and includes such poems as Pope's "Essay on Man," etc.

"W. B.," Fuknoka, Japan.—"In the sentence, 'She was not so much tired,' is the expression 'so much tired' good idiomatic English?"

The adverb "much" is not now used in the sense of "very" or "extremely," and it would be preferable to substitute either of these two words in this instance.

"J. N. B.," Mexico, Mo.—"Kindly give the correct past participle of the verb 'overlay.'"

The prefix "over" does not affect the formation of the past participle of this verb, which is "overlaid," exactly as in the simple verb "lay." Both of these verbs are transitive and are quite distinct from the intransitive verb "lie" which has for its past participle the form "lain."

"F. H.," New York, N. Y.—"To what extent, if any, is simplified spelling making progress in the public schools throughout the United States?"

The following quotation from the public press will serve to indicate the extent of the use of simplified spelling: "It was stated at yesterday's meeting that Iowa, Illinois, and Wisconsin had introduced into their public schools the 3,300 revised spellings advocated by the Simplified Spelling Board."

"Student," Valparaiso, Ind.—"Would it be incorrect to use the article 'the' with the word 'wing' in the sentence 'The bird took *the wing*'?"

The noun "wing" is here used in the sense of "flight or passage as by wings," and, as it would be incorrect to use the article with the noun "flight" in an analogous construction, it would also be incorrect to use it in the sentence submitted.

A Speedy Poet.—A teacher in a New England grammar-school found the subjoined facts in a composition on Longfellow, the poet, written by a 15-year-old girl:

"Henry W. Longfellow was born in Portland, Me., while his parents were traveling in Europe. He had many fast friends, among whom the fastest were Phœbe and Alice Cary."—*Everybody's.*

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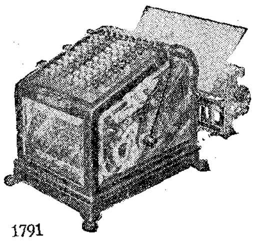

1791

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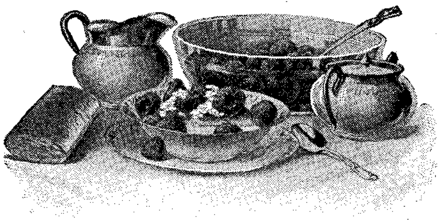

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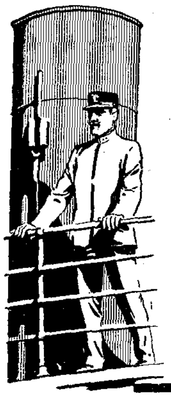

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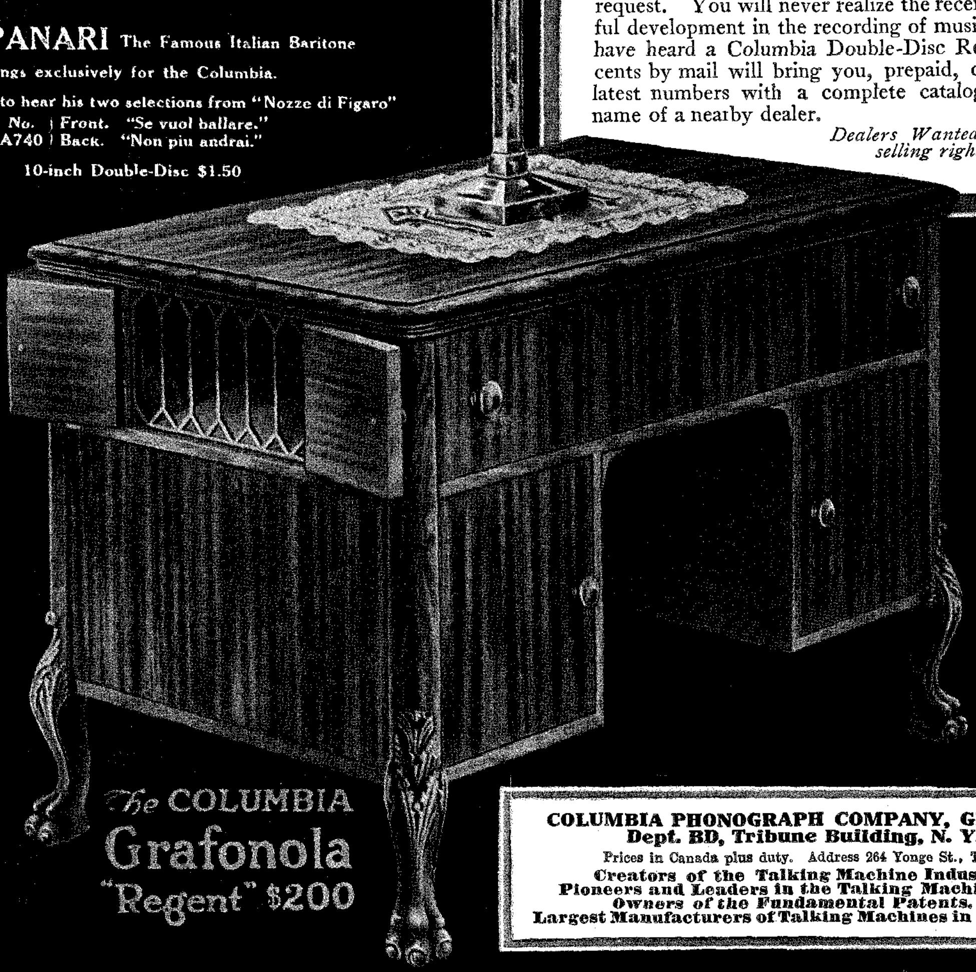

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